THE BOMBAY COURIER.

PUBLISHED TWICE A WEEK,—EVERY SATURDAY AND TUESDAY MORNING.—PRICE 13 RUPEES PER QUARTER.

VOL. XLI.] SATURDAY, 3 AUGUST, 1833. [NO. 2262.

THE Acting Paymaster of the 4th, (or Queen's Own) Light Dragoons, will receive sealed tenders (post paid,) until the morning of the 5th Proximo, for a Bill or Bills at 21 day's sight on MESSRS. CHARLES HOPKINSON, BARTON AND CO. Army Agents, Regent Street, London, for £ 220, or thereabouts.—The bidding to be in Poona Rupees, and for sums of not less than £ 50 each

F. D. DALY, *Captain,*
Actg. Paymaster 4th Lt. Dragoons.

Kirkee, 11th July, 1833.

BYCULLA CLUB.

THE Monthly Meeting of the Committee, will be held at the Club House, this day, the 4th instant, at 4 P. M.

Club Room, 2d August, 1833.

NOTICE.

THIS DAY, SATURDAY, the 3d inst., at Noon, Messrs. FRITH BOMANJEE AND CO. will sell by Public Auction at their Rooms, about 30 Hhds. of rejected Hodgson's Pale Ale, fit for present use, together with 10 Quarter Casks of Lisbon, about 50 dozen Bottled Pale Ale, 50 dozens superior London bottled Sherry (to close an account) sundry French and English Claret, and other wines.

They will also sell at the same time, 22 Hhds. of "Pale Ale" from the "Dewantra" Brewery of Messrs. W. BLACK AND CO. recently imported.

ON Wednesday next, the 7th instant, at 11 A. M. and following day, Messrs. FRITH BOMANJEE AND CO. will sell by Public Auction—*without reserve*—the Household, Furniture, and Property of GEO. ADAM, Esq. proceeding to Europe, at his residence, Dady's Buildings, corner of Forbes and Apollo Streets, the same is of the best description and comprizes—handsome Plated Curry Dishes, with and without heaters, Double and Single Pedestal Shades, Tea services and a few Silver Table Spoons, and Forks, and other Articles of Plate, Dinner and Breakfast services, Vase Lamps, Wall Shades, Glass Dessert service, Splendid 8 Light Lustres, a "Patent" Grand Piano Forte, with spare strings, by Broadwood, made expressly for this climate (*and imported a short time back at an expense of* 1800 *Rupees.*) valuable 8 Day English and French Clocks, a variety of Chinese and other Ornaments, Couches, Tables, Chairs, Bedding and Dressing Room Furniture, Handsome Cheval Glasses, &c. Books, Paintings, a complete set of Mozart's Works, cooking utensils, a Chariot and Horses, a Saddle Horse, and various other property. The Premises will be open for Public view from Sunday the 4th instant at 4 P. M. when Catalogues may be had, wherein the Terms and Conditions of sale are specified.

N. B. The Piano Forte, will be put up at 1 o'clock precisely, and the Carriage and Horses immediately after. All other Lots will be sold in the order they appear in the Catalogue.

MESSRS. FRITH BOMANJEE AND CO.—Have just received by the H. C. S. *Louther Castle,* a variety of Ladies Dresses, of the latest fashions, consisting of Challis, of various patterns, Donna Marias, Mousselines, Crape Silk, Challi and Sicilian Handkerchiefs, Rich Silk Bandannas, Palmerine Dresses, and Gentlemens Black Silk cravats.

The whole are of a first rate description, of delicate texture, and in good taste.

A small Invoice of Corsets, are also on hand, imported by the same arrival.

TERMS—CASH.

MESSRS. FRITH BOMANJEE, AND CO. have just received for sale an Invoice of superior Guns, Pistols, &c. by *W. Parker,* Gun Maker to His Majesty, consisting of double Barrell'd Percussion Guns, with every new improvement, complete in Mahogany cases; ditto with spare Rifle Barrels, Single Percussion Guns fitted as above; superior Rifles with Hair Trigger and Shifting Shades for Point blank Shooting; Officers single and double Barrell'd Flint and Percussion Pistols, complete in Mahogany cases, and Pocket Pistols in cases.

Nesbit Lane, 3rd August, 1833.

FOR Sale—Patent Iron Cots of superior description, at FRAMJEE NESSERWANJEE & CO'S.

GUNS BY PURDY.

FOR Sale—One double barrelled Percussion [illegible] to order, with spare main[illegible], &c. with apparatus [illegible]ny and Leather cases, [illegible] .. Rs. 800 [illegible]th apparatus complete [illegible]ch ....Rs. 700 [illegible]f Messrs. GILDER, [illegible]eet.

[illegible]y, 30*th July,* 1833.

SALE BY AUCTION. BECK AND Co.—On Tuesday next, 6th instant, will dispose of by public outcry, and for the most unreservedly, the undermentioned goods, vizt. 100 dozens of black lead Pencils, Brown Soap in boxes, Masulipatam, and Macoba Snuff, 50 doz. of horn handled Knives and Forks, Shamois skins, 100 books of China rice paper drawings, a Finger organ, (second hand) triflingly out of order. The following Books belonging to the Oriental Translation fund, vizt:—A Chinese Romance and Tragedy, Cingalese Poems, Life of Sheck Mahomed Ali Hazen, Memoirs of a Malay and family, History of the War in Bosnea, Autobiography of the Mogul Emperor Timor, Religious views of the Persians and Armenians, Adventures of Hatim Tai. An Invoice of Blocks bushed and unbushed, of sizes, and spare Sheaves, if not previously sold by private contract, single and double Fowling Pieces, Patent Pencil cases, a variety of Piece Goods, Sundry Wines, Liquors, and Beer, various Household Furniture, and at 1 P. M. any vehicles, Horses, and other Cattle that may offer.

Forbes Street, 3d Aug. 1833.

FOR Sale, at the Godowns of Messrs. GILDER & CO.,

Pale and Brown Sherry, at 24 Rs. per doz.
Ditto ditto in Pints, at 13 Rs. per do.

Apollo Street, 1st August, 1833.

MADAME BURUGORI, begs most respectfully to acquaint the Ladies and Public of Bombay and at outstations, that she has recently received from France, a small quantity of Perfumery, Eau de Cologne and Scents of the best quality, and some pretty artificial flowers, which she can recommend to be very good and reasonable.

Madame B. also begs to acquaint the Ladies that she has removed from Bakehouse Lane, to Dean Lane, No. 1, in the Fort, where she will be grateful to recive any orders she may be favored with from those Ladies who have hitherto kindly patronized her.

Dean Lane, No. 1, 2d August, 1833.

THE FIFTY THIRD MADRAS GOVERNMENT LOTTERY.

FRIST CLASS.

1	PRIZE of			Rs. 25,000
1	"	"		10,000
1	"	"		5,000
3	"	"	2000 each	6,000
4	"	"	1500 "	6,000
5	"	"	1000 "	5,000
7	"	"	300 "	2,100
20	"	"	200 "	4,000
40	"	"	100 "	4,000
518	"	"	50 "	25,900
600				93,000

Tickets and Shares in the above Lottery, are for sale with FROMMURZE SORABJEE, opposite to the General Post Office, in the Shop of Burjorjee and Cowasjee at the following Prices:—

Whole Tickets at Rs. 35 each.
Half...." ..... 18 "
Quarter " ..... 9½ "

TERMS-CASH.

Bombay, 2d August, 1833.

THE FIFTY THIRD MADRAS GOVERNMENT LOTTERY.

TICKETS in the first Class.—A few Tickets in the above Lottery for sale at MARVANJEE NUSSURVANJEE NAWDERSHAW, at the Shop of ABDULCRIME ESMALJEE, Ship Chandler, opposite Messrs. Pestonjee Bhiccajee and Sons. Price for the above Tickets, 35 Rs each.

TERMS—CASH.

Bombay, 3d August 1833.

FOR SALE.—COWASJEE and HORMAJEE JEEVAHJEE, (opposite to Messrs. THOMAS CRAWFORD, and CO'S.) have just received from the H. C. Ship *Lowther Castle,* from London, the following Goods:—Confectionary by J. C. Hoffman, Snuff by Proctor, Perfumery by Smyth and Nephew, Wd. female Pipe, Superfine Lady's riding hats, Gentlemen's black and drab Do. Do. Military staff cocked do. forage caps, Silk Stocks, Engineer waist belts, and Epaulettes, by Bicknell and Moore; Dressing and Looking Glasses, double patent Perryean pens, Oilman's stores, Genuine old Tom, by Thomas Heath, in cases of three dozens, Blacking in quarts, do. paste, in tin boxes, Essences of vegetable, Bloom raisins, best picked Isinglass, fresh Macaroni, Vermicilli, Cotton and Silk Umbrellas, Spectacles, Cutlery, Boots and Shoes by J. Stunt, Horse Brushes, Plated labels, patent Shot, Gun powder by Pegeon and Wilks.

FOR SALE—No. 11 of the QUARTERLY ARMY LIST—Price, Rs. 3.

ADVERTISEMENT.

NOTICE is hereby given,—That FRANCISCO ANTONIO PEREIRA, has contracted with ANACLETO DUARTE, to mortgage his HOUSE with its GROUND, situated in the Oart called Gurwaddy, without the Fort Walls in Girgaum in the neighbourhood of S. Bastiaò Gonsalves, if any person or persons have any claim or demands on it by way of mortgage or inheritable rights or otherwise, they are requested to make the same known to the said ANACLETO DUARTE, within 14 days from the date hereof, or else they will be precluded therefrom.

Bombay, 3d August, 1833.

FOR Sale at the Godowns of Messrs. DIROM CARTER AND Co. just landed from the Hero,

2—6½ Octave patent Grand Piano fortes.
2—6 Do. Cottage Piano fortes.
2—6 Do. plan square Piano fortes.

By J. BROADWOOD & SONS, LONDON.

Bombay, August 1st, 1833.

FOR SALE,

VERY Superior Lisbon wine in Pipes, at, each..... .... ..Rs. 280
Do. Do. Do. in half pipes.. .. " 145
Do. Do. Do. Fifths.. .. .. " 65
Do. in Bottle at 9 Rs. per dozen.

Apply to EDULJEE CURSETJEE'S SONS.

Bombay, 3d August 1833.

TO MESSES AND OTHERS.

FOR sale at the Godowns of Messrs. MACVICAR BURN AND CO.—A recently imported Cargo of Light French Claret, consisting of St. JULIEN, St. ESTEPH, &c. at 8 Rs. per Dozen in quantities of not less than 25 Dozen. Terms Cash.

LEITH SHERRY.

FOR Sale at the Godowns of Messrs. MACVICAR BURN AND CO.—A few Hhds. and 6 dozen Cases of the above highly esteemed wine, from Messrs. COCKBURN AND CO. of Leith, 500 Rs. per Hhd. and 24 Rs. per Doz.

ALSO,

Very superior Golden Sherry, from Messrs. Cockburn and Campbell, of Edinburgh, in 6 dozen Cases, at 24 Rs. per Dozen.

Brown's Cantanac Claret, in 1 and 3 do. do. at 20 Rs. per do.

Do Sauterne and Barsac, in 1 do. do. at 16 Rs. per do.

Scheidam Gin, imported direct, in Case and Carboys. Terms-Cash.

FOR SALE,

AT Messrs. ADAM SKINNER AND CO'S. Fine Double and Single barrelled Guns, well fitted up in Mahogany Cases, with complete apparatus, &c., by THOMAS J. MORTIMER, St. James' Street. Prices reduced.

Dady's Buildings, Forbes Street, 3d August, 1833.

FOR Sale, at the Godowns of Messrs. ADAM, SKINNER AND CO., the following Wines:—

Sherry Wine, from Pitman Hullock and Co. in half Chests, at Rs. 20 per Dozen.
Ditto.....do. in Quarter do. at..... Rs. 20 do. do.
Ditto, from Charles Bell, in half Chests, at Rs. 18 do. do.
Ditto. do. do. in Pints, in cases of 6 doz. each..... Rs. 12 do. do. Pints.
Ditto in Butts of 120 Gallons each, and Hhds. Rs. 600 do. Hhd.
London Particular Madeira in Pipes.

Dady's Building's, 3d August, 1833.

"GRUAUD LA ROSE CLARET."

EX "*La Balguerie,*" from Bordeaux, shipped by the Proprietors. To be had at the Godowns of Messrs. ADAM, SKINNER and CO. in one dozen cases. Terms cash: Price 25 Rs. per dozen.

Also a few one dozen cases of Sauterne, at 18 Rupees per dozen.

Bombay, 3d August, 1833.

ON Sale—Sherry Wine of Superior quality, in cases of 3 dozen each, at Rupees 16 per dozen.

Also—A few Pipes of fine Lisbon Wine, at Rupees 400 per Pipe. Apply to McGREGOR EDMOND and CO.

Bombay, 3d August, 1833.

ON Sale at the Godowns of McGREGOR EDMOND and CO.—Patent Filterers, received per Ship "*Hero,*" from the Inventors and Patentees, Messrs YRIGOYTE and WILLIAMS, of London.

Bombay, 3d August, 1833.

TO BE LET—A House called the Rackett Court and Billiard Room, on the Esplanade, enquire at DARASHAW DORABJEE'S or to BAPPOO JAGONNATH SINOY, Bhandaree, at Courier office.

ADVERTISEMENT.

THE BOMBAY DISTRICT COMMITTEE of the Society for Promoting Christian Knowledge, beg leave to inform the Public, that they have received their annual supply of Bibles, Prayer Books, and the Books and Tracts of the Society's Ordinary and Supplemental Catalogue.

The following are the prices at which the Bibles and Prayer Books &c. in the Depository of the Society are exposed for Sale:—

Family Bible, large paper, Russia, 3 Vols.	Rs.	120
Ditto.....medium.....Do.....Do.	"	80
Bp. Mant's Prayer Book, with notes, large paper, 4to. Russia	"	50
Ditto.....Ditto..Ditto...medium ....Ditto	"	35
Ditto.....Ditto.....2 Vols. Russia Gilt..	"	27
Ditto.....Ditto..Ditto....Calf	"	18
Bookseller's Bible, 8vo. small Pica, in Morocco and Russia Gilt, with Mar. Ref.	"	25
Ditto...."..Ditto..Ditto without..Do. ..	"	20
Ditto...."..8vo. ruby, Ditto..with ... Do..	"	13
Ditto...."..24to. Minion Pocket.....Ditto without Ditto	"	12
Ditto..Prayer Books 8vo. Pica .....Ditto..	"	12
Ditto...."..24to long Primer, Do. Pocket.	"	8
Ditto...." 24to. Nonpareil Ditto....."	"	6
Bp. Wilson on the Sacrament. Min. Ed. extra Gilt	"	4
Homilies, ...in 8vo and 12mo	"	4 & 5
James's Comment upon the Collects	"	4
New Manual of Devotions, 12mo.	"	4
Ditto ....Ditto..12mo, in large letters	"	3
Hall's Contemplations, 3 Vols	"	8

SUPPLEMENTAL CATALOGUE.

Bingley's Elements of Useful Knowledge, 3 Vols. with plates	"	11
Ditto....Celebrated Voyagers	"	3½
Ditto ...Travellers	"	3½
Ditto....Animal Biography in 4 Vols. with plates	"	15
History of England in letters, 2. Vols	"	5
Book of Trades	"	4
Conversations on Chemistry, with engravings, 2 Vols	"	8
Ditto ...on Natural Philosophy, Do. 1 Vol.	"	5½
Paley's Natural Theology	"	2½
Sacred History, *in the form of letters,* 5 Vols.	"	4½
Blunt's History of the Reformation	"	3½
Bp. Heber's Journal of a Tour in India and Ceylon, 3 Vols. 8vo	"	25
Insect Architecture	"	3
Law's Serious Call to a Devout and Holy Life	"	3
Life of Wicliffe, by LeBas	"	3½
Milton's Paradise Lost	"	3
Pursuit of Knowledge under difficulties, 2 Vols.	"	6
Results of Machinery	"	1
Rambler, by Dr. Johnson, 2 Vols.	"	6
Rasselas, by Do.	"	3
Death Bed Scenes, 3 Vols.	"	8
&c .....&c.....&c.		

BOOKS SENT OUT BY THE BOOKSELLERS.

Dodsley's Æsops' Fables	"	3
Keith's Arithmetic	"	3
Ditto, Key to Ditto	"	4
Murray's Grammar	"	3
Ditto....Exercises	"	2
Ditto....Key	"	2
Johnson's Pocket Dictionary	"	2
Murray's Grammar abridged	"	1

Application for the Society's Books, may be made to the Secretary, or to Mr. Charles Marshall, Clerk of St. Thomas's Church.

T. CARR,
Secretary,
Bombay District Committee.

BOMBAY,
3D AUGUST, 1832.

ON SALE, at the GODOWNS of MESSRS. REMINGTON AND CO., the following Wines of superior quality, from Messrs. TODD and BOSANQUET:—

Claret 2d Growth.... Rs. 30 per doz.
Pale Sherry..... " 26 per doz.
Port Wine, at..... " 20 per doz.

R. and Co. will register all orders for the above Wines to be supplied whenever the stock may be expended, from the first shipments they may receive, and will forward to TODD and BOSANQUET orders for annual supplies of the above and other Wines for Individuals and Regimental Messes. The Shipping prices of all T. and B's. Wines may be known on application to R. and Co. who will receive payment on the arrival of the orders in Bombay.

FOR SALE at the GODOWNS of Messrs. REMINGTON and CO. superior *Phelan's* highly flavoured *Claret,* at Rs. 20 per dozen, in cases of 3 dozen each.

Bombay, 3d August, 1833.

BENGAL SPORTING MAGAZINE,—EAST INDIA UNITED SERVICE JOURNAL.

RAGOONATH HURYCHUNDJEE begs to announce, that he has been appointed Agent for the above popular publications, and is authorized to receive the names of Subscribers, and Subscriptions *in advance.*

The *Bengal Sporting* Magazine, published monthly, has reached its sixth number, and enjoys an extensive circulation—Price 16 Sa. Rs. per annum.

The *Military Journal* is published in alternate months—Price 8 Rs. per annum.

A few copies of the above are expected by the first Ship from Calcutta [illegible] rangements will be made [illegible] early receipt of future [illegible] sufficient number of Sub[illegible]

Meadow Stre[illegible]

TO BE LET—Th[illegible] between Mr. [illegible] DE VITRE'S.

Do. at Colaba [illegible] DUFFIN.

Apply to C[illegible]

FOR SALE at Messrs. BECKWITH AND CO'S.,
Double Barrelled Percussion Guns, by W. Mills, at ..... Rs. 550 each.
Do....do.....Flint...do.....do.
Do....do.....Percussion Pistols, do.
Received per *Lady Raffles*, direct from the Maker.

JUST Published—The number XX of the ORIENTAL SPORTING MAGAZINE.

CONTENTS.—No. 1 The Married Hog-Hunter,—2 Reminiscences of the Fancy,—3 Song, "Fill the Goblet to the brim,"—4 The Florikan,—5 A Bison Hunt,—6 Another Wild Elephant on the Western Coast of India,—7 Captain Mundy,—8 Animals by their proper names,—9 Splendid Exploit of a Native Infantry Regiment,—10 Lines for the O. S. M.—11 Native Pharmacopeia,—12 Hunters of Yore,—13 A Song,—14 Hunting in the Southern Mahratta Country,—15 An Epistle from the Northern Concan,—16 Steeple Chases,—17 Performances of Chester,—18 The Hunting and Shooting Diversions of the Boondelas,—19 A Sagacious Horse,—20 The Union Coach,—Races to Come, and the Racing Calendar.

FOR SALE at the Courier Office—A CODE OF SIGNALS, with a list of Vessels and their corresponding numbers in H. M. Service, and the Commercial Navy of Great Britain, together with those belonging to the Port of Bombay. Price, one Rupee.

FOR SALE at the Courier Office—A few remaining copies of the BOMBAY CALENDAR and ALMANAC, printed on English Royal Paper for the present Year, containing Rules, Regulations, and other matter of local interest not previously published.—Price 6 Rupees per copy.

FOR SALE at the Courier Office, The Oriental Sporting Magazine, from No. 7 to 19, each No..... 3 0 0
Blank Powers of Attorney,..... 0 2 0
Do. Interest Bonds,..... 0 2 0
Do. Policies,..... 1 0 0
Do. Bills of Lading, per set,.... 0 2 0
Do. Respondentia Bonds,..... 0 2 0
Do. Bills of Exchange, per set,... 0 2 0
Plans of the Island,..... 1 0 0
Traveller's Itinerary,..... 5 0 0
Insolvent Debtor's Act,..... 3 0 0
LETTER-PRESS PRINTING, neatly executed upon moderate terms.

FOR PASSAGE TO LONDON,
THE Ship, LADY FEVERSHAM, STEPHENSON ELLERBY, Commander, Burthen 500 tons, carries a Surgeon, has superior accommodation for Passengers, and will sail on the 10th September. Plans of her cabins may be seen by applying at the office of Messrs. DIROM CARTER AND CO.
Bombay, 3d August, 1833.

FOR FREIGHT AND PASSAGE TO LONDON,
THE Ship CHARLES KERR, J. BRODIE, Commander, of 500 Tons, will have an early dispatch and carries a Surgeon.—The Plan of her accommodations may be seen at the Office of Messrs. ADAM SKINNER AND CO.

FOR PASSAGE TO LONDON,
TO Sail 1st September, the fine British Built Ship "SURRY," CHARLES KEMP, Commander, Burthen 461 Tons, has superior accommodation for Passengers and carries an experienced Surgeon. Plans of accommodations may be seen at the Office of McGREGOR EDMOND AND CO.
Bombay, 1st August, 1833.

FOR FREIGHT OR PASSAGE TO PORT GLASGOW,
THE fine British built Ship "SPENCE," A. HARDIE, Commander, will sail for the above port the latter part of this month.—Apply to Messrs. WILLIAM NICOL AND CO.
Rampart Row, 3d August, 1833.

FOR FREIGHT OR PASSAGE TO LONDON,
THE fine A. I. Ship, NEW GROVE, of 500 Tons, R. BROWN, Commander. Daily expected, and will have quick dispatch. This Ship carries a surgeon, and has excellent accommodation for Passengers. Plans of the Cabins may be seen on application to RITCHIE STEUART & CO.
Bombay, 2d August, 1833.

FOR FREIGHT TO SINGAPORE AND BATAVIA,
THE fine new Brig "TWO SISTERS," of 277 Tons, per register, will be dispatched for the above ports about the 15th [illegible]tant. Apply to Messrs. FORBES AND [illegible]
[illegible]*bay, 3rd August*, 1833.

L ORDERS

HE GOVERNOR IN COUNCIL.
25th July, 1833.
Hon'ble the Governor in
that the following ex-
Honorable the Court of
the Supreme Govern-
department, dated the 6th of February last, be published in general orders:—

"We have to acquaint you that the rate of exchange for bills to be drawn in the official year 1833 | 34, in repayment of advances to his Majesty's service in the East Indies, has been fixed in concurrence with the lords commissioners of his Majesty's treasury, at one shilling and eleven pence, (1*s.* 11*d.*) the sicca rupee."

No. 302.—The following temporary arrangement is confirmed:—

Lieutenant H. Stockley of the 7th regiment native infantry, to act as Mahratta interpreter to the 4th regiment native infantry, while doing duty with it.

No. 303.—A code of regulations for the service of the garrison of Bombay, having been promulgated, printed copies thereof will be furnished to heads of departments and commanding officers of corps, on application to the town major.

Bombay Castle, 26th July, 1833.

No. 304.—Mr. G. W. Blachley of the pension list, is permitted to proceed to sea, for six months, for the benefit of his health.

No. 305.—With reference to section LXIII, articles 34 and 36, of the second supplement to the military code, and section X, article 36 of the commissariat departmental code, the Right Honorable the Governor in Council is pleased to declare the field ration for each European soldier, as regards bread and rice, to consist, either of 1 lb. 8 oz. of rice, or of ¾ lb. of soft bread or biscuit, and ½ lb. of rice.

Bombay Castle, 27th July, 1833.

No. 306.—The leave to the Neelgherries granted to captain E. Mason of the 21st regiment native infantry, under date the 6th February, and extended on the 8th August 1832 and 2nd February last, for the benefit of his health, is further prolonged for a period of six months, on the same account.

Bombay Castle, 29th July, 1833.

No. 307.—Messrs. William Sullivan, and John Cramond are admitted to the service in conformity with their appointment by the Hon'ble the Court of Directors, as assistant surgeons on this establishment, leaving the date of their commissions for future adjustment—Date of arrival at Bombay, 19th July, 1833.

The undermentioned officers have returned to their duty without prejudice to their rank by permission of the Hon'ble the Court of Directors:—

Lieut. Colonel E. H. Bellasis, engineers; Captain R. M. Cooke, 19th Regiment N. I.; Lieutenant G. A. Hughes, 15th Regiment N. I.; ensign F. Twynam, 21st Regiment N. I.—Date of arrival at Bombay, 19th July, 1833.

No. 308.—The leave to Hyderabad granted to lieutenant F. Williams of the 2nd grenadier regiment native infantry, under date the 17th June last on urgent private affairs, is extended to the 15th August next, on the same account.

By order of the Rt. Hon. the Gov. in Council,
C. NORRIS, *Chief Sec.*

CIVIL APPOINTMENTS, &c.

GENERAL DEPARTMENT.

Bombay Castle, 31st July, 1833.

The Right Hon'ble the Governor in Council has been pleased to grant Mr. Seton, deputy civil auditor and mint master, one month's leave to the Deckan, on sick certificate under section XIV. of the absentee regulation.

By order of the Rt. Hon. the Gov. in Council,
JOHN BAX, *Sec. to Govt.*

TERRITORIAL DEPARTMENT.

REVENUE.

Bombay Castle, 29th July, 1833.

Mr. Gilbert Malcolm, to be assistant to the collector of Ahmednuggur, and to be placed under the orders of his first assistant at Nassick, drawing deputation allowance for six months in the year while so employed.

By order of the Rt. Hon. the Gov. in Council,
C. NORRIS, *Chief Sec.*

JUDICIAL DEPARTMENT.

Bombay Castle, 26th July, 1833.

The Right Hon'ble the Governor in Council has been pleased to appoint Mr. H. E. Goldsmid to act as assistant register to the court of suddur adawlut, in consequence of Mr. Frere having produced a medical certificate of his inability to perform his duties.

Bombay Castle, 31st July, 1833.

The Right Hon'ble the Governor in Council has been pleased to permit Mr. Kentish the judge and session judge of Ahmednuggur to remain at Poona for a few days from the 20th instant, on urgent private affairs.

By order of the Rt. Hon. the Gov. in Council,
JOHN BAX, *Sec. to Govt.*

MARINE DEPARTMENT.

Bombay Castle, 26th July, 1833.

The Right Hon'ble the Governor in Council has been pleased to permit Mr. James Gibbon, clerk in the Indian Navy, to proceed to Dharwar on urgent private affairs, with leave of absence for a period of six months.

The Right Hon'ble the Governor in Council has been pleased to grant commander Sawyer of the Hon'ble Company's brig of war Tigris, one month's leave of absence on urgent private affairs.

By order of the Rt. Hon'ble the Gov. in Council,
JOHN BAX,
Sec. to Govt.

ON THE INVASION OF RUSSIA.

MR. EDITOR,—At a time when so much is written on the possible invasion of British India, it may not perhaps be considered inopportune to submit a few observations made during *two* successive visits to Russia, on the present political state, as well as a plan for the *attack, of that Empire*. Of the feasibility of invading our N. W. frontier, I have already expressed my conviction in a separate publication, and the result of Lieut. Burnes' mission, leads I hear, to the same conclusion.

The Russian Empire, in toto, presents a most extraordinary appearance. It consists of innumerable tribes and nations, who speak a great variety of languages. The two-headed eagle has stretched forth her talons to the North and South, to the East and West, has pounced upon her prey, and has held it fast in the grasp of despotism. For some hundred years, Russia has never been at rest, except for a period suitable to prepare her future means of attack, and await her projected aggrandisement. She has added province to province, principality to principality, and kingdom to kingdom; so that she has gradually augmented her territory to no less than seventeen times its former extent; while she has, by artful policy, and overawing armies, more and more consolidated her political power, and the influence of her despotic sway.

The rapidly progressive augmentation of Russian territory by seizure and conquest,—the incredible increase of her population by births,—the introduction of foreign colonies,—the astonishing advance of her people in the arts and sciences,—in philosophy and literature,—general knowledge and civilization,—the deeds of her arms, and her present enormous army of nearly a million of men, one third of whom, at least, are chosen troops, in a high state of discipline,—the extraordinary, and I may add, unnatural and preponderating political influence she has acquired in European Courts,—her rapid march in the improvement of her arm-manufactories, cannon founderies, arsenals, and other appendages of warfare,—the institution of various kinds of schools, civil and military, for the instruction of youth—the establishment of Bible Societies even in the remotest regions,—the self conceit and haughty spirit of her nobles, the excessive desire of aggrandisement characteristic of her sovereigns and her generals, her clergy, and her slaves,—her intriguing and perfidious policy in every court in which she has a representative or employé,—her obdurate perseverance in the overthrow of the liberty of man in some once powerful nations, while she solemnly professes the wish to emancipate her own serfs,—the corruption of her morals, and the superstition of her religion, are so many topics for the meditation of all, but more especially of our own government.

It is a disgrace to humanity that, (comparatively speaking) so young a nation as Russia, a nation so depraved and so bigoted, and, notwithstanding her wonderful advancement in every branch of knowledge, so far behind most of her neighbours, should ever have obtained, or for a moment retained, her late ascendancy in continental affairs. I wish, however, to point at her *late* ascendancy in both Turkey, and Persia; but more particularly in the latter kingdom; where I hope we have no longer an envoy who listens to their propositions, values their smiles, or joins in their measures; in a word, who can be cajoled by flattery, and craft, to forget the true interests of his own country. With the exception of Dr. McNeil, (a man of the first rate talent) and Major Hart, who is now no more, there has not been a soul since the time of Sir Harford Jones (Mr. Morier was only an attaché to the Embassy) capable of asserting and upholding our authority in Persia. To instance our perfect apathy of Russia's growing influence in that quarter, I will mention that when I was last at the Court of Abbas Mirza, Prince Dolgoruckii the Russian Ambassador, was travelling all over the country with the Shah; while our envoy was rubbing his hands over a fire at Tabriz, wondering what could be the Prince's views, but taking no means to ascertain them. It must be admitted however, that our minister was in a bad state of health, but he had *two* assistants available for any duty.

It is the highest consolation to know that the Government of this country is vested in the hands of a nobleman who stands pre-eminent for his political knowledge and liberality of sentiment, for his caution in devising, and his vigour in effecting the measures of Government. It may be hoped that he will be able to discomfit the plans laid by the deep and dark policy of the Northern cabinet for the complete subserviency of the Persian Court to the wishes of the Czar, and the eventual subversion of the whole kingdom!

Of late, we have heard much of the impossibility of invading Russia with success. Lyall has paid infinite attention to this subject, and in opposition to the views of Sir Robert Wilson, Count Rostopchin, Dupin, and others, has stated that Russia *is accessible*, and even her best provinces conquerable, by a cautious method of procedure, and by a much smaller army than Napoleon had when he took possession of Moscow. Ségur is of the same opinion. In his work he compares the relative strength of the North and the South, and then remarks, "The North, victorious over the South, in her defensive war, as she has been in the middle ages in her offensive one, now believes herself invulnerable, and irresistible. Comrades, believe it not! Ye might have trampled over that soil, and those spaces, that climate, and that rough and gigantic nature, as ye had conquered it soldiers. But some errors were followed by great calamities. I have related both the one and the other. On that ocean of evils, I have erected a melancholy beacon of gloomy and blood-red light, and if my feeble hand has been insufficient for the painful task, at least I have exhibited the floating wrecks, in order that those who come after us may see the peril and avoid it."

The applause of Europe since 12, has intoxicated the Russians. The officers, and the soldiers especially, believe themselves the first in existence, and imagine that they could now conquer the globe; and therefore, that wherever their hordes are sent, they will march to certain victory. One of their Generals, said to me at Moscow, "You certainly have the cash, but *we alone* can wield the sword." Such a conviction prevailing in an army forms an *host* of itself, and has led to great deeds. Was it not the long credited infallibility of Napoleon that fought half his battles, and animated his soldiers with the idea of their own invincibility? Master of the human mind, that "greatest of Captains" spoke in an oracular style. He issued orders to his soldiers as if he had been giving instructions for a general review. His armies never hesitated; they never dreamt of defeat; they fought, and they conquered, and they fulfilled the commands of their leader. The Russians wish to inspire their armies with the same sentiments; and indeed their commanders proudly insinuate that they hold the keys both of Europe and Asia. It becomes a duty to inquire whether these opinions are well founded. My own idea is, that we not only can resist the attacks of the apparently colossal power of the North, but even can retaliate her future aggressions, by taking possession of her best provinces, and reducing her to unconditional terms.

I shall now state my opinion on this subject, as it may become of importance to this country, and as it is much agitated in Europe.

In considering the political state, the probable policy, and the vaunted military prowess of Russia, we ought to recollect, that this Empire is composed of the most heterogeneous and discordant materials; of tribes of all languages and creeds, and that she is accessible (except in Siberia) both by land and sea. Beyond her own provinces, she is surrounded by powerful Empires, most of which, through the agency of Great Britain, could be excited to act against her; and she is encircled by territories which were once *independent kingdoms*, or were wrested from other states; and are retained by *force*, not by *consent*. Among these states may be reckoned Kazân, Astrachân, Siberia, the Kuban, Mount Caucasus, Georgia, the Persian provinces, the Krimea, the Baltic provinces, but especially Finland, and the Turkish provinces. With regard to the Ancient Kingdoms of Kazân and Astrachân, as well as that of Siberia, they are indubly attached to Russia, or at least their [illegible] tion must be looked upon as distant. former are indeed now completely become [illegible] and the geographical position of the latter ren[illegible] its dependence upon that Empire certain.

I can safely assert from personal knowledge that mutual and bitter hatred separates Russia and Persia. Abbas Mirza, the heir-apparent of the Persian Crown, will not soon forget Count Paskewitch', feline art of at one time tendering his velvet paw and at another protruding the lacerating talon. He earnestly awaits an opportunity to attack the Russians, and to drive them from the Persian provinces, which they obtained, *chiefly through British policy*, in the year 12, as also from Georgia, and beyond Caucasus. At a levee in Tiflis, Count Paskewitch declared *in my hearing*, that he only awaited the commands of the Emperor to annihilate the Kingdom of Persia, and to render her a province of the Russian Empire. This speech which is of itself sufficient to exasperate the Persians, I made known to Abbas Mirza, in order that he might duly appreciate their *lip-deep* friendship.

The policy of the Georgians is dictated by necessity, because they are surrounded by three great powers, Turkey, Persia, and Russia, with none of whom, from the smallness of their number, they are able to cope, and on one or other of whom, they must be dependant. The moment, therefore, the current turns, whether in favour of the Persians or of the Turks, the Georgians must join with them against the Russians, and assist in their expulsion from the trans-Caucasian regions. The tribes of Mount Caucasus are more allied in religion, in language, in customs, and manners, with the Persians, and still more so with the Turks, than with the Russians whom they heartily detest, would unanimously rise against their present masters, by whom they are incensed to fury, in consequence of the oppressive and cruel measures pursued towards them. They would join either Turks, Persians, or Georgians, were their own mountain freedom the promised reward.

The enmity of the Turks to the Russians is quite proverbial, and dreadful will be their revenge, if ever they have the power of inflicting it. Can they ever forget the late encroachments of the Czar? They pant for an opportunity to advance their frontiers again towards the Don, and the Krimea, whose inhabitants would readily shake off the yoke of the Russians, and render homage to their old masters.

With regard to Sweden, there is little doubt that she looks with no contentment at Finland being under the sway of Russia, not to take into account other provinces, of which she has long been bereft. Over Sweden we must always have great influence, as she is so vulnerable on many points by sea.

Now, what is the real strength of the Russian army? Admit that its numerical amount is a million of men, a number which has an overpowering aspect *at a distance*, but on a nearer inspection of this army, one half only are trained, and many of these even scarcely know the duty of soldiers. Allowing that 350,000 men form the really effective army, still, they are scattered over an immense Empire, from the frozen Ocean, to the River Araxes; and from the Drina and the Dneper to the Eastern Archipelago. There is, by the by, an army in Georgia of 70,000 men. In so far, therefore as the Russian army depends upon mere *physical force*, it may be said to be *very great*, if that force could be easily concentrated, *but this is impossible*. Inasmuch as its force depends upon *discipline*, it may be reckoned considerable, because the emperor has taken immense pains to improve in military tactics. Again, the character of the Russian soldier is fully established. He is brave, hardy, obedient, and devoted,—qualities of the greatest importance in a military point of view. In regard to its *moral* force it must be estimated to be *extremely little*, as the Russians know absolutely nothing of the practice, however much they many speak of their knowledge of morality. But what is lost in *moral force* may be said to be gained in *divine force*, or that force which is generated by the soldier's confidence in the justice of his cause, and the glorious reward which avails him should he fall; for he is animated by the idea that, if he dies in the service of his country, his soul will gain a blessed immortality.

If ever the European powers league against Russia, they should secure the co-operation, or at least the neutrality of Sweden, Turkey, and Persia. Suppose that France and Austria were roused by jealousy, or sound policy, to form a league against the Autocrat, and that Great Britain joins them, and engages to furnish a sum of money to assist in the payment of the army, while she equips a fleet for an attack in the Baltic, and another to enter the Black sea.—I conclude that the coalition has, by the promise to restore her the lately stolen provinces, engaged Persia to carry on active warfare, if circumstances should prove propitious; that it has excited the Turks to war in Moldavia and Wallachia, and to push forward to Bessorabia; that Sweden has mustered an army, and makes a diversion in Finland. The grand army of coalition would advance toward the south-east, and would press forward in a line nearly parallel with the western boundary of Bessorabia and Kief. Thus, the forces of Russia would be divided: so many would be left in Georgia, so many in Finland and a large army to oppose the Turks. Their chief forces, however, would be opposed to the grand army of the coalition; and in proportion as they advanced, Russia would be obliged to draw her forces from Wallachia, and Bessorabia, and thus by weakening the power of resistance, favor the advance of the Turks. Suppose the Turks have succeeded in driving the Russians from Bessorabia, and that, assisted by our fleet, they wish to retake the Krimea. The peninsula being secured, the lines of Perekop, which command its entrance by land, would be fortified and guarded, while a sufficient force was also placed at Irbit to prevent a landing in a way similar to what took place by command of General Lascey in the reign of the Empress Ann.

Odessa, Nicolaef, Kherson, and even Taganrog, if necessary, might also be taken; and the Russian fleet destroyed. Thus, in the south, the Black sea, the sea of Azoph with the Kri[illegible] and the frontiers of Bossorabia, as well as th[illegible] Kharkof, and Odessa, would form [illegible]ilitary operations, and the conclu[illegible] the campaign. A line of d[illegible] which would prevent the [illegible] flanks either of the Tur[illegible] the whole might go int[illegible] of abundance of provisio[illegible] would be well supplied [illegible] the Turks also by their ov[illegible] by the Turks through [illegible]

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the Krimea would form a splendid magazine for military stores, whence supplies could be obtained at the commencement of the second season of the [redacted] dissolution of the frozen snows, the [redacted]nd the Turks, and Krimea Tartars [redacted]ance toward Mohilef, Woronitz, Kursk, [redacted] and Moscow, as well as toward Yeka-[redacted]i, Simbirsk, and Tambof, thus allowing no [redacted] get into their rear, but driving all the [redacted]s of Russia before them.

Let us now pause, and turn to the north. If the Swedes have alarmed the Russians, and have demanded the presence of a considerable army to keep them in check, a powerful division would thus be produced in favor of the grand invading army. With the opening of the second campaign, all necessary preparations having been made, a simultaneous attack might be made by sea on Riga, Reval, and Petersburg. The British fleet could pass the batteries of Cronstadt with a fair wind or by the assistance of steam vessels. That this is practicable I know from my friend, Captain Sir John Franklin, R. N. who I accompanied in his examination of the place, and were it of any consequence, the batteries of Cronslot, Cronstadt, and all the rest which were erected in the Gulph of Finland at the time Paul expected a British fleet off his capital, could be destroyed, and even the island on which Cronstadt stands, taken. The south of Russia thus being in possession of her enemies, the British fleet riding in the Black sea—Petersburg blockaded, and threatened with a bombardment by steam vessels—commerce at a stand—the ports in the Baltic, the Black sea, the sea of Azoph, and the White sea, all blocked up,—and the whole empire suffering under innumerable wants,—is it not reasonable to presume that Russia would be glad to conclude a treaty of peace on terms very advantageous to her opponents, or that her forces would fly to Siberia to await future events? If she delayed coming to terms, the southern provinces would yield abundance of food,—time would be granted for gaining over the inhabitants, by attention to their manners and customs, by humouring their prejudices, by condescension towards their religion, and by adopting a kind conciliatory manner of treatment,—means which are sometimes infinitely more important than military armaments.

Whatever be the powers which might wish to invade Russia, or whatever the politics which might dictate such a measure, it would be of the utmost consequence to convince the army, not only of the possibility, but of the facility of the invasion; and to prevent all misgivings on their part, by reflections on the fate of Napoleon's magnificent army, they should be acquainted with the *causes* of his failure, and that great circumspection would be adopted by the officers.

Although I wish that peace may be long maintained between Russia and Great Britain, I really do think it is of some importance that neither Russia, nor any other state, should be imbued with false notions as to the power of the autocrat, and the inaccessibility of his territories.

I am, Sir, &c.
R. MIGNAN, *Captain.*
Bombay European Regt.

Ooctacamund, Neilgherry Hills.
9th July, 1833.

STEAM NAVIGATION OF THE EUPHRATES.

TO THE EDITOR OF THE COURIER.

DEAR SIR,—Feeling assured that the members of the steam committee will give a fair and candid consideration to any suggestions that may be laid before them, I have taken the liberty to propose the following, through the medium of your paper.

It has occurred to me that an Iron Steam boat on the Euphrates, would be an extremely beautiful piece of machanism. Supposing the River to have its *average* share of the faults and defects of most of the Asiatic rivers, still I think I shall be able to shew in the course of this paper, that an Iron Steam-boat would be exquisitely adapted to the river, and the river to it, and that their fitness to each other would constitute it a beautiful instrument and a most pleasing specimen of what art can accomplish. I do not pretend to be acquainted with sea matters, but I have had very extensive experience in the course of my life, in internal navigations, both of Rivers and Canals of every description. I shall presently subjoin a calculation to shew that an Iron steam-boat carrying from 60 to 90 Tons burden (flat bottom), with a fair allowance for the weight of the Engines, coals, passengers, baggage, and provisions, will draw no more water, than a depth varying from *one foot*, at a minimum, to 18 inches at a maximum, and surely the mighty waters of the Euphrates will float a barge drawing 18 Inches.

Concerning the passage from hence to Bussora Bar I shall say nothing, but shall leave this point to the Commanders of the Indian Navy if a sailing vessel be deemed sufficient, or to the members of the Steam Committee, if a sea-worthy Steamer be thought necessary, only observing, in the latter case, that there may be any number of Depôts of coal, all along the coast at any distances, shorter or longer as may be deemed expedient, for it is comparatively a coasting voyage; whereas the great distance to Maculla, the nearest Port in the Red Sea, and the enormous cargo of coal required is a serious evil, concerning which I could say much if it were the object of the present paper.

I have just seen Captain Wilson's pamphlet now published on the voyages of the Hugh Lindsay. It is an honest seaman-like statement of facts. He does not blink the difficulties but fairly states them. He represents the Red Sea often as stormy and troublesome, subject to hard North Westers gales, the vessel making sometimes scarcely a knot per hour under hard-steaming---The Ports reefy and dangerous, and "above all ill-suited for Depots of coals" destitute of Jetties and all European conveniences, and the delay in embarking coals in native boats extremely tedious.

ADVANTAGES OF THE RIVER.

A vessel intended for sea must have but low and confined accommodations compared with a floating Barge on a river of far inferior tonnage. In a vessel destined to encounter heavy seas a poop raised even *one foot* above the ordinary height is considered unwieldy and dangerous. But in the barge I propose on the *smooth and still waters of the river*, there is no reason why there should not be two or even *three* tiers of Cabins one above another the whole length of the vessel, with the exception of the part allotted to the machinary, besides an extensive Deck for the Deck Passengers, above all. A *perfectly flat* Bottomed Barge would never be top heavy, and on the smooth bosom of the river might be a floating castle of accommodations.

It might be filled up with a profusion of venetians, and [redacted]erstructure, and with all the luxury of the [redacted]engal Pinnace on the Ganges.

[redacted]ght arise from Ladies and families tak- [redacted] who could not possibly be accom- [redacted]taining an enormous cargo of coal most beautiful [redacted]itching of a steamer in a heavy

Great profit might arise from transporting that Ladies cannot [redacted]- ing the river course, modated in a vessel con- for Maculla. Also the [redacted]of the Red Sea, (the spray as sea is so violent and [redacted]s it "breaking over the bows of dure it. [redacted]ear of the Tafrail") can only be

The stormy Passage our most hardy Bachelors who Captain Wilson [redacted]ank it" with scarce a covering from the vessel [redacted], whereas our very ladies with their [redacted] all long to steam it in a lofty pleasure-barge [redacted] smooth and glassy waters of the Euphrates. It is a stream rendered dear to all by scriptural associations, and is connected by ancient history with our earliest childhood.

A Barge drawing 18 inches of water propelled by two ten horse engines, could steam almost to its source if necessary, and would land our ladies and children within two days * march, or at most three of the Levant and the Mediterranean coast.

I now proceed to the calculation. The size and tonnage of the vessel will be *calculated with perfect accuracy*, but I beg to state that the weight of the vessel itself, as also that of the engines is only conjecture, as I am not in possession of data to determine this point. But this is of no consequence, as an allowance of two or three inches *more* draught of water will compensate the greatest error on these points that is at all probable. The calculation is very simple---I will allow 40 solid feet to the ton 40 solid feet of water displaced by the vessel will really carry more than one ton, for one solid foot of water weighs 62½ pounds. giving 13lbs over in every two solid feet, above the 100 cwt.

But leaving out this excess, take it only 1 ton per forty feet. Then a (flat-bottomed) barge 120 feet in the floor,† 20 feet wide, and drawing one foot of water will carry $\frac{120 \times 20}{40}$ 60 Tons (her own weight included). Now as she may be a light thin shell requiring no very great strength on the still waters of the river--let us first suppose that she weighs 15 tons, and that the two ten horse engines also weigh 15 tons. ‡ If high pressure engines be used they will not weigh 2 tons. They will burn about 2 tons per diem, 1 ton per diem being the allowance for 10 horse power. On the river you may have Depots as close as you please so that you may take any number of days coal, more or fewer at a time, say you take five days. then the coal weighs 10 tons. Next say that you have 100 passengers of all sorts, servants, children, Deck passengers, &c. &c. ‖ I don't mean to assert that you will really obtain this number, but I allow it to shew the vast compass of the vessel and on purpose to put her powers to the hardest trial.---Now fourteen full sized adults are allowed to average one ton, so that these mixed 100 passengers will not weigh 7 tons. But say 7 tons. Now for provisions and baggage---You are steaming on a river of sweet water, therefore you will not need to carry any water beyond the first day from the bar. Suppose each person eats 5 pounds per diem including also the wine he drinks, thus the 100 persons will consume ¼ of a ton per diem, or 1 ton will last 4 days. You will probably get a continual supply of fresh meat, milk, butter, &c. &c. from the villages along the banks of the Euprates, so that perhaps you need not carry many days provision, but suppose you cannot, and that you carry 12 day provision. This weighs 3 tons. For baggage ½ hundred weight is a large chest, and more than each individual, taken one with another, will carry overland. Therefore 100 people will take 50 Cwt. 2½ tons, say 3 tons. Then, our account stands thus

	Tons.	
Total burden at 1 foot draught of water.....	60	accurately
Deduct, weight of the vessel....	15	by conjecture.
Weight of Engines.....	15	by conjecture.
Do. Do. 100 Passengers....	7	
Eatables and wine.....	3	
Baggage.....	3	
Coals	10	
Total)..	53	tons, which being

substracted from 60, leaves still 7 tons balance in favour of the vessel.

Now suppose that I have made considerable error in the weights of the Vessel and steam Engines, then it is to be remembered that as yet she only draws one foot. But 3 inches more draught, or 15 inches on the whole, will give ¼ more Tonnage, 75 tons, leaving 45 tons for the weight of the Barge and her Engines, which I confess I think is more than probable. But suppose I am mistaken, and that they weigh even more than this, then 18 inches draught of water of the same Barge will give 90 tons total burden, leaving 60 tons for the weight of the Barge and engines.

This is a weight far greater than probable, considering that the Iron vessels are known to be lighter than the timber ones, and are built on that very account. But even suppose I were wrong again, 2 inches more draught, that is 20 Inches would be of no great consequence, and then the total burden would outrage all reasonable limits.

A high pressure Engine would not weigh 2 tons for; I have now before me a document by which it appears in evidence before a committee of the House of Commons that a high pressure Locomotive Engine of 20 horse power, with its boiler and water and coals, and the carriage on which it travelled, which was likewise a stage coach for 20 Passengers, altogether weighed 3 tons, without the Passengers, the Engine itself did not weigh 1½ tons. This beautiful instrument in a barge of 90 tons, would be comparatively a child's toy in *bulk* and *weight*, and a *Giant* in *power*, and would be the very thing for *fresh*-water steaming. The thousands and tens of thousands of people who travel on the rail-road prove what the opinion of the British Public is of the idle report of the danger of these engines. It is an immense advantage over sea navigation that these engines can be used on fresh water rivers.

It would be a pleasing sight to sea a stately pleasure barge animated with life, paddling up the Euphrates, and even our Ladies and Children, instead of being miserable with sea sickness and rough weather, enjoying it as if they were on a pleasure party up to Richmond and Twickenham.

Perhaps the Government would lend us one of the iron steam barges that have arrived from England to make the trial of the river. It would be a cheap and easy experiment and might end in the most valuable results. If the Bengal Government could not be induced to lend us their Iron Boat, perhaps we might hire Cursetjee's little steam Barge which is now building for a 10 horse Engine, in the Mazagon Docks.

The great weight and thickness of her crooked timbers make her beyond all comparison inferior to an Iron barge, and having but one engine, it is somewhat doubtful how far she will stem the current,---but it is worth a trial.

By a negotiation with the Pacha of Egypt or the Porte, on the payment of a reasonable transit duty, a safe passage might be secured,—a silver key will open every road. This might be too expensive for a solitary traveller, but when it becomes a steady traffic the transit duty will be too valuable to be lighty thrown up. Experience has proved in America that Rivers may be ascended from 1000, to 2000 miles by the power of steam, which even the active and enterprising Americans *could not ascend* without it. For it has been their custom to build Barges 1000, or more miles up the river, to bring down the produce of the back settlements, and then to break them up at New Orleans after delivering their cargo, it being impossible to *return*.

They then used to return by many months weary march by land, rather than attempt it in *any boat*, But since their magnificent steamers ply the rivers, the same men return to their homes in 10 days. So that I contend that the question, "what the poor natives on the Euphrates can do *without steam*" is *no standard whatever* to determine what we can do without it.

It is to be remembered that a steam Engine of less than *one half the comparative power*, will propel a vessel on the smooth waters of a river, than that which is necessary, when pitching and rolling in a heavy sea. It is a head sea and the pitching into it which so miserably destroys the TRIM of the paddles and wastes the steam power.

As soon as there is a steady demand for it, perhaps the natives will pile stacks of wood ready for sale on the banks of the River as they do in America. I do not know whether the Euphrates runs in any part of her course through a woody country. But if not, it is of no consequence, the expence of sending coals to Bussora would be far less than of sending them to the different parts of the Red Sea, and the quantity required not the ¼ part.

Ascending the river *against* the stream, with the smallest care it is perfectly easy to thread the windings and mazes of the most intricate navigation owing to the slow motion and the exceeding readiness with which a vessel instantly answers her helm in the current.

Coming down again it will be more difficult. But at so small a draught as 18 inches, the suspected shallows may be sounded even with a staff all the way.

There is a caste of Natives in Bombay who have very great skill in riveting iron plates together. They make iron pots of all kinds, and kettles of a number of pieces riveted together. As a large steam barge would be a bulky expensive thing to bring from England, perhaps, it might be the best plan to have all the parts of the iron frame, crooked knees, &c. ready made and sent out piecemeal and *numbered*, with description exactly where they are to fit. Also, a stock of thin plate iron enough to cover her. Such a cargo would come out very cheap in Ballast, and these natives could easily put it together in Bombay.

Even suppose there were on the river any impediment like a water fall, falling too high for a Lock, since more than one barge would be necessary in the event of a great traffic, it would be no loss of capital to let 2 steamers meet each other one *above* and the other *below* the impediment, and then land and tranship the passengers from one to the other, and each vessel to return to its destination; but I understand there is no such fall.

I am, &c.
BOTH SIDE OF THE QUESTION.

* The very nearest part of the river to the sea coast, *wherever* that may be. It is a mistake to say that the highest point to which the boats of the *country* ascend, must necessarily be the extreme limit of an Iron vessel that has the powers of *steam* to propel it against the current. British inland navigation is carried to a perfection of which the natives of this country have no conception. The West-country barges on the Thames carry 120 tons, ascend up into Gloucestershire, where the Thames is a mere rivulet.

† Perhaps 150 feet over all, or thereabouts.

‡ The great power of the Locomotive Engines on the *roads*, proves the high pressure engines light in weight, small and compact in bulk, and *powerful* in operation. But these invaluable engines never can be used at sea owing to the rapid formation of salt in the boilers. But in the river they would be beautiful instruments.

‖ Perhaps families residing in the upper provinces of Bengal and wishing to go to England might prefer to come at once across to Bombay rather than go down to Calcutta for a passage round the Cape. The Madras people could certainly come from the coast stations with their families, if the barge had the ample accommodations above described.

AMATEUR THEATRICALS.

TO THE EDITOR OF THE BOMBAY COURIER.

MR. EDITOR.—As an ardent lover of the Drama, (by far the most intellectual of all Indian amusements,) it was with feelings of the deepest regret that I witnessed the sad (I had almost written the shameful) want of support which the Bombay Amateurs experienced on the occasion of their last performance.—*Seven* ladies and some two or three and twenty gentlemen in the Boxes "thinly scatter'd to make up a show,"—a bad Pit and,—Oh! ye *Gods*!—a still worse Gallery, formed all the forces that could be mustered out of a society so extensive as that of the Presidency!

Two or three of the most influential members of the community were, I am informed, prevented by sickness, or some other cogent reason, from giving their attendance; but took tickets as usual. —This is as it should be, and deserves honorable mention.—But of the great body of the people, what shall or what can be said?—Is it the pressure of the times, or a proneness to an over-rigid economy, that prevents them drawing their purse-strings in support of those who would fain cater for their amusement? By no means! The Bombay Public were ever a liberal set, and in the promotion of any useful object, or in the purchase of pleasure, never stopped to reckon the amount of Rupees. Quarters and Reas.—To this there are exceptions to be met with,—men who prefer money to mirth, and a heavy purse to a light heart.—These are, of course, at liberty to "do what they will with their own" as His Grace of Newcastle says; but out of this number there are some whom I cannot suffer to escape without a passing observation. I have heard of more than one gentleman who, when asked if it were his intention to honor the Theatre with his presence, replied, that *he was not going to throw away six rupees to see a parcel of men make fools of themselves!!!*—Now, I would recommend these gentlemen for the future to be as sparing of their ill-bred remarks as they appear to be at present of their rupees; and, before they again presume to remove the mote from the eyes of their neighbours, to have recourse to their looking-glasses and see whether they discover no beam in the dull optics which adorn their own sapient countenances.—There are, I beg to assure them, such things as Fools *off* the Stage as well as *on*; —natural born Fools who never could and never will sustain any other part in Life's great drama and not (like our Amateurs) the Fools of another's creation. Whether these prudent gentry appertain to this class, I will not take upon myself to say; only, should the *Cap* fit, for Heaven's sake let them attach the usual string of Bells, or the character will be incomplete.

The absence of such persons as the above ought never to be a subject of regret with the Amateurs; I shall therefore pass on to another and, as I think, a more numerous class of Absentees.—There are, I am told, in Bombay, a number of persons who absent themselves from the Theatre, not because they begrudge the price of admission, but because they do not conceive the talents of the Amateurs to be of a sufficiently high order to entitle them to public patronage.—To these persons I would respectfully proffer one piece of advice: Go, my dear friends, to such of your acquaintance as were present at the Performance of last Thursday and ask them their opinion of it. I was there myself and can conscientiously declare that I have never witnessed an Amateur Performance which went off, or deserved to go off, with so much *éclat*.—The dresses were in the very best taste, the acting for the most part, excellent, the relative situations, of the characters or the dressing of the Stage, as it is termed in Green-Room phraseology) attended to much more than is usual in Amateur Theatricals, and the Scenery and Properties managed with a degree of tact that could not have been surpassed even at the winter Houses in London.—The Amateurs notwithstanding the damp which one would naturally expect "a beggarly account of empty boxes" to throw over their spirits, exerted their talents in a manner very creditable to themselves, and which elicited the frequent and thundering plaudits of a small but a highly gratified audience.—It would be invidious to particularize; I shall therefore content myself with this general tribute of my admiration and trespass, my dear Mr. Editor, only a very few moments longer on your patience and that of my readers.

Since the Play I have heard it stated by several persons that they were not aware of a performance being about to take place, or they would certainly have attended. Now, this is an excuse that I really cannot understand. The Managers avail themselves of the most public manner of communicating the intelligence by means of Advertisements both in the *Courier* and *Gazette*, and what else, my dear Public, can you possibly require? But it is just possible that some people do not look at the Papers, and more than probable that a great number never take the trouble of reading the advertisements. To obviate this difficulty I would recommend the Managers, as soon as the notification of a Performance appears in the newspapers, to print a number of Play-bills and send one or two to every family in the Island, leaving it of course, "quite *hoptional*" (as Lubin Log says) with them to attend or not.—This course if not productive of any good to the Theatre can, at all events, do it no harm, and it leaves the lukewarm no loop-hole out of which to creep as an excuse for their absence.

But I must really bring this long letter to a close, or, by making my readers yawn, I fear I may injure the cause which it is my most anxious wish to advance.—But before I conclude, let me earnestly entreat you, my dear Public, to give the Theatre a little more of your attention than you appear at present disposed to do: suffer not those who would fain strive by "quips and cranks, and wanton wiles" to dispel from your minds those *blue devils* which this gloomy season is so calculated to inspire, to fail in their object for want of due support; and do not,—Oh! do not, altogether dishearten men who have already, Heaven knows, sufficient cause, if not for complaint, at least for regret.—They pretend not to offer you so rich a harvest of entertainment as you were wont to meet with in your own dear native land, but still they endeavour (and for my own part, I think successfully) to gleam for you some few years of amusement not altogether unworthy of your acceptance. Come, then, let there be a revolution in public taste; let the merchant lay aside his ledger, the Barrister, his brief, the Public functionary, his weight and cares of Office, the Lady, her last fashionable novel, "and the Sub. his cheroots and brandy *panee*, and let us, one and all, hasten to fill those Boxes whose doors are open to receive us. The Players want our countenance and support, then let us not withhold them; rather let us say, with Hamlet, "The adventurous Knight shall "*yet* use his foil and target; the lover shall not "sigh *gratis*; the humourous man shall end his "part in peace; the clown shall make those laugh "whose lungs are o'the sere; and the lady shall "say her mind freely, or the blank verse shall "halt for't."

With a thousand apologies for having trespassed so long on your valuable time,

I am, &c.
A PLAY-GOER.

29th July, 1833.

POONA RACES, FOR 1833.

FIRST DAY, TUESDAY, 3D DECEMBER, 1833.

A Sweepstakes of Rs. 200 P. P. with 500 from the Fund, for all Horses that have never started. 8st 5lb. each, 2 miles. To be closed on the 15th November. 3 horses or no race. Entrance 2 G. M.

SECOND RACE.—9th Renewal of the Claret Stakes of Rs. 300 from the Fund with a Sweepstakes of Rs. 200 each, for all Horses, weight for age and Inches, 14 hands and aged carrying 9 stone. Heats 1½ miles.

THIRD RACE.—One hundred Rupeees from the fund, with a subscription of 1 G. M. each. 11 stone, Gentlemen Riders. Heats, three quarters (¾) of a mile, winner to be sold for Rs. 200 if claimed by the Owner of a beaten Horse within half an hour, and to have preference as they come in. 3 horses or no race.

SECOND DAY.

FIRST RACE.—A Silver Tankard value 20 Guineas added to a Sweepstakes of 3 G. M. P. P. for Horses that have never started. 8st. 4lbs. Heats 1½ miles, to be closed 1st December. 3 horses or no race.

SECOND RACE.—Plate of Rs. 300 from the Fund with a Sweepstakes of 5 G. M. each, for Horses that have never won. 8st. 7lbs. Heats 1½ miles.

THIRD RACE.—Hunter's Plate of Rs. 250 with 2 G. M. each added, 11st. 7lbs. Gentlemen Riders. 2½ miles. Winner to be sold for Rs. 400 if claimed as above. 3 horses or no race.

THIRD DAY.

FIRST RACE.—Ladies Purse of Rs.—added to a Sweepstakes of 10 G. M. each, for all Horses 1½ miles. Heats, weight for age. Winners once to carry 2lbs. extra, twice 4lbs. thrice 6lbs. and oftener 12lbs.

SECOND RACE.—Rs. 100 from the Fund with a Subscription of 2 G. M. each added. 10 stone 7lbs. Gentlemen Riders. One mile. Heats, winner to be sold for Rs. 300 if claimed as above. 3 horses or no race.

FOURTH DAY.

FIRST RACE.—Handicap for all Horses that have run during the meeting, Rs. 300 from the fund added to a Sweepstakes of 5 G. M. each, 2 miles. Horses not standing the Handicap to pay 1 G. M. to the course.

SECOND RACE.—Salisbury Plate of Rs. 150 from the Fund added to a Sweepstakes of 2 G. M. each, 12 stone, Gentlemen Riders. Three quarters (¾) of a mile, Heats. Winner to be sold for Rs. 350 if claimed as above. 3 horses or no race.

THIRD RACE.—Poney Plate of 5 G. M. from the Fund with a Subscription of Rs. 10 each, for all Ponies 12 2 and under. Free course.

FIFTH DAY.

FIRST RACE.—Dekhan Plate of Rs. 500 from the Fund, with a Sweepstakes of 5 G. M. each added, for all Horses, 2 miles, Heats, 9st. Winner once. 2lbs. twice 4lbs. thrice 6lbs. an oftener 12lbs. extra. 3 horses or no race.

SECOND RACE.—Rs. 100 from the Fund with a Subscription of 1 G. M. each added, for all Hacks. Half a mile. Heats, Gentlemen Riders Winner to be sold for Rs. 200 if claimed as above, and free course. 3 Horses or no race.

THIRD RACE.—A free Handicap for the Beaten Horses of the season that have saved their distance in any public Race, one mile and a quarter, of Rs. 200 from the Fund added to 2 G. M. each. 2 Miles.

The Stewards will be guided as far as possible by the Newmarket Rules. Their decision on all points to be final nor subject to appeal.

Should the Funds not be sufficient to pay all Purses, an equal per centage to be deducted from each.

W. CARSTAIRS,
Secretary.

STEAM NAVIGATION.

At a meeting of the Bombay Steam Navigation Committee, held on the 25th inst. the amount of funds available for the purposes of the Committee being considered sufficiently large to warrant the anticipation of success attending their plans, and, also to hasten as much as possible, the proposed steam communication with Europe, it was

RESOLVED—That subscribers to the steam fund be requested to forward the amount of their subscriptions to the Treasurers of the Committee (Messrs. Remington and Co.) with as little delay as possible.

G. ASHBURNER,
Bombay, July 26th, 1833. *Sec. to the Committee.*

N. B.—To prevent mistakes and confusion, it is desirable that drafts, remittances, &c. on account of steam navigation, be forwarded direct to the Treasurers, and not through the Secretary as heretofore.

CORRESPONDENCE.

COPY OF A LETTEE FROM THE CALCUTTA STEAM FUND COMMITTEE, TO THE BOMBAY COMMITTEE.

To G. ASHBURNER, ESQ.
Secretary to the Bombay Steam Committee

SIR.—I have received the instructions of the committee, appointed by the subscribers to the New Bengal Steam Fund at a general meeting held on the 22d. Instant at the Town Hall, to forward for the information of the Bombay committee the accompanying copy of the resolutions passed at the general meeting above referred to.

Your Committee will perceive that the Calcutta Committee have instructions to apply themselves immediately to the consideration of the means by which the communication, between England and India by Steam now interrupted may be most certainly and most speedily re-opened; and that in furtherance of this purpose, they have been directed to make every enquiry in their power into the feasibility of the plan proposed at Bombay.

They of course are not at the present moment prepared to offer any direct remarks on that plan, but they will without delay take the matter into their serious consideration, with an earnest hope to be able eventually to co-operate with your committee in effecting the object so earnestly desired by

both. In the mean time they would be greatly obliged by being furnished with copies of all reports and whatever statements may be in the possession of your committee, referring to the voyages made by the Hugh Lindsay, as well as all the information in your power to furnish as to the best places for depôts, and generally, in relation to the voyage by Steam to and from Suez, and to the facilities for landing at that place.

The committee would likewise be glad to have information touching the Passage across the Isthmus to Cairo and Alexandria, and the views of your committee for the transport of the Passengers and Packets from that place.

The Calcutta Committee are very desirous of being enabled to make in full communication to your Committee as to their sentiments in regard to the Bombay Plan, and will therefore be obliged by an early reply to this letter,

I have, &c. CHAS. GREENLAW.
Secretary to the Committee
" New Bengal Steam Fund."

Town Hall, Calcutta, 27th June, 1833.

REPLY FROM THE BOMBAY COMMITTEE.

To C. B. GREENLAW, ESQ.
Secy. to the Committee of the new Bengal Steam Fund.
CALCUTTA.

SIR,—I beg to acknowledge the receipt of your letter of the 27th. of June with a copy of the resolutions passed at a meeting in Calcutta on the 22d. of the same month.

In reply to the inquiries of the Calcutta Committee into the feasibility of the plan proposed here for re-opening the Steam Communication with Europe, I am directed by the Bombay Committee to refer you to the accompanying pamphlet by their colleague, Capt. Wilson of the Hugh Lindsay, for information regarding coal depots in the Red Sea, and the voyage to and from Suez, and to state that, in every thing connected with those two subjects, it may be considered as furnishing the views of the Committee.

For the passage across the isthmus to Cairo and Alexandria, and the means of transporting passengers and packets to and from those places, the Committee rely entirely upon the resources of the country, which the personal experience of no less than six of their number, enables them to say, with the greatest confidence, are amply sufficient for the purpose, and at the same time, are available at a comparatively trifling expense.

With regard to the conveyance of packets from Alexandria to Malta, and the establishment of a steam communication between those two places, the Committee depend upon the assurances of His Majesty's Government, as expressed in the published letters to the President of the East India association from the secretaries of the Board of Control and Admiralty, that steps will be taken for this purpose as soon as they are apprized of any decisive measures being adopted here.

Having thus, as they trust, answered all the direct inquiries made by the Bengal Committee, they proceed to two other points on which it occurs to them that it is necessary to offer some explanation of their views. These relate to the size of the vessel they propose to build, and the port of departure from and return to India.

With respect to the first, the object of the Committee being, as it must be remembered, simply to establish the feasibility of the attempt they are making, with very limited means, and one of their principal dependencies for profitable return being the postage of letters, which a small vessel is as capable of conveying as a large one, while the expense of its construction and navigation is necessarily much less, they are induced in the present state of their funds and prospects, to prefer *one as small as the voyage to Suez will well admit of.*

With respect to the port from which the attempt is to be made, after every consideration they have been able to give the subject, the Committee can see none, that in point of convenience of situation, frequency of resort, and of all the means and appliances towards the repair of their vessel (which are not in fact to be found any where else on this side of India) that can for a moment compete with Bombay.

In concluding, I am desired to state, if there be any other points on which the Bengal Committee require information, that the Bombay Committee will be most happy to furnish it; but they feel most anxious, at the same time, to be apprized at the earliest possible period of the nature and extent of the co-operation which the Bengal Committee can afford them, as upon that, the course of their proceedings, and, indeed, it may almost be said, the success of their efforts, must chiefly depend; since the funds subscribed for furthering the general object in different quarters of India * only amount to a little more than the sum calculated on as sufficient to warrant the immediate commencement of operations. I am &c. G. ASHBURNER,
Secy. to the Committee

Bombay, 29th July, 1833.

VESSELS EXPECTED TO SAIL.

Vessels' Names.	*Date of intended Departure.*	*To what Port.*	*Touching where*
Hero	To-morrow	London	
Marry Bibby	5th or 7th Do.	Liverpool	
Charles Kerr	1st Sept	London	Cape.
Spence	1st Ditto	Clyde	
Lady Feversham	10th Ditto	London	Uncertain.

HIGH WATER TABLE,—3rd AUGUST, 1833.

	MORN.	AFT.
Saturday	2 39	3 03
Sunday	3 27	3 51
Monday	4 15	4 39
Tuesday	5 03	5 27
Wednesday	5 51	6 15
Thursday	6 39	7 03
Friday	7 27	7 55

EXCHANGE.

	BUY.	SELL.
Six per cent Remittable Loan	142	143
First Five per cent. Loan.		
No. 1 *a* 320, 1st Class,	109½	110
321 *a* 1040, 2nd Class,	109	109½
1041 *a* 1440, 3rd Class,	108½	109
1441 *a* 2240, 4th Class,	107½	108
Second Five per cent Loan	108	110
Third Five per cent Loan	111	111
Bills on Calcutta 30 days sight	107	103
Bills on Madras 30 days sight	101	103
Bills on London 6 months sight	1s 10d	1s 9d
Spanish Dollars per 100	225	226
Sovereigns each	11½	112

MILITARY ARRIVALS AND DEPARTURES.

ARRIVAL.

Lieutenant H. Morse, 8th Regt. N. I. from Nugger.

DEPARTURE.

Capt. Thomas Charles Parr, 7th Regt. N. I. to Deesa.
Lieut. Stockley, 17th Regt. N. I. to Poonah.
Surgeon V. Kemball, Member Medical Board, to Calcutta.
Lieut. E. Whichelo, Com. Dept. to Poonah.
Capt. Crossey, Bengal Army, to China.
Lieut. George Wilson, 26th Regt N. I. to England.
Asst. Surg. P. Gray, 1st Bat. of Artillery to do.
Capt. W. H. Foy, 2d Bat. Artillery, to Poonah.
Lieut. E. Percy Brett, 15th Regt. N. I. to Dharwar.

* In Bombay say Rupees	55,000
" Madras "	12,000
" Calcutta "	50,000
" Old Madras Subscription	8,000
" Do. Calcutta do	35,000
Total Rs.	1,60,000

DOMESTIC OCCURRENCES.

BIRTHS.

On the 21st July, at Ahmednuggur, the Lady of R. Mills Esq., Civil Service, of a Son.

At Girgaum, on Sunday, 28th July 1833, the Lady of Captain R. M. M. Cooke, 19th Regt. N. I. of a Daughter.

At Colaba, on the 29th ult., the Lady of the Rev. Joseph Laurie, Minister of the Scotch Church, of a daughter.

At Colabah on the morning of the 27th ultimo, Mrs. G. F. Andree, of a daughter.

DEATH.

On the 30th July, of Cholera Morbus, after a short illness, Ramjee Moyerjee, one of the principal Native Clerks in the office of the Company's Solicitor; aged 65. He had served in the same office for nearly forty years, with great integrity and ability, and had obtained considerable knowledge of the practical part of the English Law, and the mode of a conducting suits in a Court of Justice. He was greatly respected, and is deeply regretted.

SHIPPING REPORT.

ARRIVALS.

July 29th.—Ship Futthel Currim, Mussa, Nacquedah, from Mocha 11th Jul, direct.
Passengers.—190 Natives.

Aug. 2d.—Barque London, John Pickering, Master, from Liverpool, 22d March 1833. 25th March spoke the English Brig Grenada, from Demerara, for Liverpool, 10th Apr. spoke the Swedish Brig Swae, from Cette, for Bahai.
Passenger.—H. Wilkinson, Clerk.

DEPARTURES.

July 30th.—The H. C. Ship, Lady Melville, Captain, T. Shepherd, to China.
Passengers.—Mr. William Lesley, Mr. T. Ogilvy, and Mr. W. A. Pruen.

— The H. C. Ship, Farquharson, Captain John Cruickshank, to China.

— The H. C. Ship, Herefordshire, Captain E. Foord, to China.
Passengers.—Major Crossley, Miss F. L. Foord, and Master B. Foord.

— Brig Diamond, John Hauxwell, Master, to London.
Passengers.—Mr. Rolanson, Wife and Child.

— Ship Lowjee Family, T. H. Johnstone, Master, to Calcutta,
Passengers.—Doctor Kemball, Captain Skinner, and 2 Natives.

—31. The H. C. Brig of War Tigris, Lieut. A. H. Nott, in charge, to the Red Sea.

— Ship Egyptian, William Lilburn, Master, to Calcutta.

— Ship Hormasjee Bomanjee, William Mackenzie, Master, to China
Passengers.—11 Natives.

Aug. 1.—Ship Sarah, J. T. Whiteside, Master, to Penang, Malacca, Singapoor, and China.
Passengers.—William Haylett, Esq., Shaik Hussein Adamjee, and 3 Native Servants.

LIST OF SHIPPING IN THE HARBOUR.

HON'BLE COMPANY'S SHIPS.—Lowther Castle.
HON'BLE COMPANY'S STEAMER—Hugh Lindsay.
HON'BLE COMPANY'S SCHOONER—Shannon.
FREE TRADERS.—Hall, Charles Kerr, Hero, Lady Feversham Spence, Surrey, London, and Mary Bibby,
COUNTRY SHIPS.—Futtay Eslam, John William Dare, Maria, Discovery, Lord Castlereagh, Asia Felix, Cyrene, Sir Charles Malcolm, Hamoody, Minerva, Ann, Valasondram, Ann Fellis, Louisa, Sundaney, Glenelg, Sultana, Gulnare and Pittamber.
PORTUGUESE.—Consoliel, and Amelia.
FRENCH.—La Pactoile, and Buffon.
ARAB.—Futtell Raymon.

ERRATUM.

In the letter regarding servant's wages, published in last Saturday's Courier, for Rs. 13 per month for a coachman, read 10 rs. per month.

THE COURIER.

SATURDAY, 3 AUGUST, 1833.

We are requested to remind the shareholders the in Byculiah church, that the adjourned meeting will be held at the new church on Tuesday next, the 6th. Instant, at five o'clock, in order to appropriate the sittings, and to receive the report of the building committee.

The little steam boat which Cursetjee Rustomjee has been building in the Mazagon Dock Yard, we understand is to be launched on the 15th. instant with the engine of 13 horse power on board.

The "beggarly account of empty boxes" at the last play, it will be observed, has called forth a letter from a correspondent of ours in behalf of theatrical entertainments. In giving it a place in our columns, we sincerely trust it may have the desired effect, though we fear, at the same time, that the writer has mistaken some of the principal causes of the apathy he complains of on the part of the public, and has overlooked others.

In noticing these we shall say nothing of the decline which is said to have taken place in the taste of the public for the drama; for although it may be perceptible at home, it is hardly possible that it can have extended to this country yet; and so many other reasons exist for the non-attendance of the society of Bombay at the theatre, that it is quite unnecessary to attribute any thing to doubtful causes.--In the first place, then, we learn, an opinion has got abroad that the receipts of the theatre are swallowed up in providing for the jollification of a certain set of amateurs for some weeks both before and after a performance. This we have no doubt is incorrect, but still, it exists very generally, and while that is the case, we fear it will be in vain to call upon public spirit for aid, or to expect that people should exert themselves in behalf of theatrical entertainments, the proceeds of which they conceive to be lavished away.

In the next place, the performances that have taken place are said to have been so indifferent upon several occasions that it has become impossible to calculate upon receiving any amusement in going to the theatre, and that to this circumstance, rather than any want of liberality, must the thin attendance upon the last occasion of a play be attributed. The fable of the shepherd and the wolf is not perhaps inapplicable to the occasion. The good people of Bombay have been so often enticed to the theatre with assurances of a rich treat, and have so often been disappointed, that when the time at length arrives for realizing their expectations, it is hardly to be wondered they are not present to take advantage of it. Besides this, we understand that considerable disappointment has lately been felt at two well known amateurs, who were recently here, being allowed to depart without having had the means afforded them of displaying their very unusual talents. These gentlemen were great favorites, and the circumstance has created a general disgust towards the theatre, which it will probably take some time to remove.

From all this, we think our correspondent must see how unreasonable his complaints are with regard to the lukewarmness of the public.—Let him remove the doubts we have stated to exist—give assurances of good acting in future—and allow a little time for disagreeable impressions to wear off, and we will venture to say he will find them as ready as ever to afford the support he calls for.

At the request of the steam navigation committee we publish in to-day's paper the correspondence that has taken place between them and the Calcutta committee. This throws some additional light upon their plans, and, at the same time, shows that they are now ready, and most anxious, to commence operations as soon as they receive the funds which have been raised in Bengal in aid of steam navigation.

Why these funds have not already been placed at their disposal it is difficult to imagine. By the fifth resolution passed at the meeting in Calcutta, it was decided that the committee at that place should "apply themselves to the consideration of the means by which the communication, interrupted by the laying up of the *Hugh Lindsay*, might be most *certainly* and most *speedily* re-opened." Now to fulfil the terms of this resolution, as far as the speedy re-opening is concerned, the Calcutta committee should have come forward at once to enable the Bombay committee, to take the measures they propose. And as for the certainty of establishment, as it must depend entirely upon the returns from postage and passage money, all that can be done to secure it, might have been arranged between the two committees while a steam boat, or the machinery for one, was coming from England. There can be no good reason however, why the committee in Calcutta should not now afford all the aid in their power to the Bombay plan; and the delay which henceforth occurs before measures are taken to carry it into effect must be attributed entirely to them.

We observe by the mofussil papers that there is a considerable party, especially at Allahabad, in favor of the plan for lengthening the *Forbes* steamer, and sending her round here to be placed at the disposal of the committee, from an impression that the intercourse with home would be much more speedily established by that means. We beg, however, to assure our Allahabad friends, with all the respect their handsome subscription in our favor demands, that they are completely mistaken in this idea; as the *Forbes*, were she here now, and properly fitted for the voyage to Suez, could be of little or no service before arrangements are made for sending a steamer to ply between Alexandria and Malta; and as these arrangements can only be completed in England, a new steamer, well adapted for the object in view, may be obtained here as soon as it would be desirable to despatch the *Forbes* on her first voyage, and probably at less than one half the expense required to purchase and lengthen that vessel.

CALCUTTA.

The Right Honorable the Governor General embarked this morning at Chandpaul Ghaut, in the *Hooghly* Steamer, under the usual salute, and proceeded down the river to join the H. C. ship *Inglis*, Captain Dudman, in which it is His Lordship's intention to make a short cruize for the benefit of his health.

The Lord Bishop has appointed Mr. Bateman to act for Mr. Corrie, during the absence of the latter from Calcutta on his arch-deaconal visitation.

We also hear that Major Pasmore has received from the Governor General in Council, the local and temporary rank of Colonel, while employed in Persia, and that the following officers have been appointed to serve under him with the disciplined troops in Persia:

Captain J. Sheil, of the 35th Regiment Native Infantry, as second in command.

Lieutenant G. D. Todd, of the Horse Artillery.

Lieutenant J. Laughton, of the Engineers.

Assistant Surgeon S. M. Griffith.

ON THE "TOPES" AND GRECIAN REMAINS IN THE PANJAB.

BY LIEUT. ALEXANDER BURNES, BOMBAY ARMY.

[*Read at the Meeting of the 29th May.*]

The "tope" or mound of *Manikyala* in the *Panjab*, which is described and drawn in Mr. ELPHINSTONE'S History of *Cabul*, has long arrested the notice of the curious, both in India and Europe, some of whom take it to be a Grecian remain. We are deeply indebted to M. VENTURA, one of the Generals in RANJIT SINGH'S service, who lately laid open this mound at great expense, and put us in possession of much additional information regarding it. In my late journey through the *Panjab* I went to *Manikyala*, and was fortunate enough to find several coins at that site, and to visit other buildings of a similar description to the "tope," which had not yet been seen and examined by Europeans. I was directed to the site of these by my friends Mons. ALLARD and COURT, who are also in RANJIT SINGH'S service: through the kindness of Mons. ALLARD, I had an opportunity, when at *Lahore*, of looking at the reliques found by General VENTURA at *Manikyalla*.

There is a brief description of [illegible] ed in the researches of the As[illegible] I may here observe that they [illegible] cylindrical boxes, of gold, of pe[illegible] mixed metal,) and of iron, which [illegible] cased one within another, and [illegible] chamber cut out in a large block of [illegible] the foundation of the pile. The gold [illegible] about three inches long and one inch and a half in diameter; it is filled with a black dirty substance like mud, half liquid and mixed up with small pieces of glass or amber, which would suggest an opinion, of its once being cased in a glass that has been fractured and shivered. Among this substance two coins or medals and a piece of string or twine were found. The smaller coin is of gold, and about the size of a six-pence, having a human figure, and the four pronged instrument which marks *Manikyala* coins. The other has two lines of rude characters, probably Hindu, on one side, and no writing or symbol on the reverse. Many other coins and reliques were found during the opening of the "tope," and the people informed me that some human bones were also disinterred; but it is unnecessary to make any further allusion to them on the present occasion.

On my arrival at *Manikyala* on the 6th of March, 1832, I had an opportunity of appreciating the valuable services of M. VENTURA, by a personal inspection of the "tope" now laid open to view by his persevering labours. He had first endeavoured to enter the building from below, but failed on account of the great solidity of the structure; further observation, had discovered to him that there was a shaft or well (if I can use the expression) descending into the building from the top of it, and here M. VENTURA dug with success. He first cleared the well which extends about half way down, and is flagged, at the bottom with large blocks of stone, he completed the work by heaving up these enormous blocks till he reached the foundation, where he was rewarded by the cylinders which I have described,

I was much struck with the position of the "tope" of *Manikyala*. It stands on a spacious plain, and may be distinguished at a distance of sixteen miles. I did not expect in a place of such celebrity to find my search for coins and antiques rewarded beyond the most sanguine expectation, since none are mentioned to have been seen by the gentlemen of the *Cabul* Mission, and I only heard of those that M. VENTURA had found in the tope. I procured however two antiques and about 60 or 80 copper coins, the value of which is much heightened by their corresponding with some of those that M. VENTURA found in the interior of the "tope" One of the antiques is a ruby or piece of red crystal, cut into the shape of a head, with a frightful countenance and very long ears. While the other is an oval cornelian, bearing the figure of a woman holding a flower. She is gracefully dressed in a mantle, and the execution is superior.*

There have been several surmises thrown out as to the site of *Manikyala*, but I do not for a moment hesitate to fix it as *Taxilla*, since ARRIAN expressly tells us, that that was the most populous "city *between* the Indus and Hydaspes." On the latter river too I have been so fortunate as to stumble on the ruins of two cities opposite to each other, in which I believe will be recoguized the Nicæ and Bucephalia of ALEXANDER.

From the *tope* of *Manikyala* my inquiries extended to the neighbouring country, where several other buildings of a like nature are to be found. One of them is nearer the town of *Rawil Pindi* but it is much dilapidated, and my attention was directed to the village of *Usman*, at the base of the Himalaya, and about 25 miles eastward of the Indus. On the north of a range of hills, and about a mile beyond the village, stands the "tope of *Belar*," as it is called by the inhabitants. I have annexed a sketch of this building, from which it may be be inferred as of the same era as *Manikyala*. Neither of the buildings are perfect, and the tope of *Belar* differs in its greater length of body, though it has only a height of 50 feet or 20 less than *Manikyala*. The general outline of the building too is somewhat varied, but the small pilasters are to be recognised, though the mouldings are numerous. The tope of *Belar* too has been opened from the top at some former period, and a section of it would present a counterpart of the plan of *Manikyala*. The few coins which I found there are similar to those of that tope, but no where did I receive the least trace or tradition regarding these buildings.

Like one in search of the philosopher's stone, I found myself referred from place to place, and at *Usman* heard of a "tope" near *Peshawar*, which I afterwards visited. It is about five miles from the city, but in so decayed a condition that the remains would not suggest any idea of the design without seeing those of the *Punjab*, though they were one hundred feet high. There is however a "tope" in a perfect state of repair in the great *Khyber* pass to *Cabul* and about 20 miles from *Peshawar*, but I could not visit that building from the troubled state of the country. The natives of *Peshawar* assured me also that there were 8 or 10 such "topes" in their neighbourhood towards the *Kafir* country in *Swat* and *Buneir*, but the extent of their information leads no further than that they are "topes" or mounds of a prior age.

Seeing that the structures of *Manikyala* and *Belar* are both pierced by a shaft or well, descending into the building, I incline to an opinion that in these "topes" we have the tombs of a race of princes who once reigned in upper

* I regret extremely to say, that I have lost these valuable reliques, though impressions of them remain.

and that they are either the sepulchres
ctrian dynasty or their Indo-Scythic
mentioned in the Periplus of the
ARRIAN.—*Journal of the Asiatic Society*
e.

DELHI.

CIRCULAR.

When a former paper was circulated in aid of the Bombay Steam Fund, it was understood that subscriptions should be limited to 10 Rupees, and the subscription made as GENERAL as possible.

The sum subscribed having fallen very far short of what was expected, and the inhabitants of Calcutta appeared divided in opinion as to the utility of supporting or not the Bombay plan, many Gentlemen at Delhi have expressed a wish to amend or increase their former subscriptions, and it being of the utmost importance to UPPER India that the Communication by steam should be immediately established between Bombay and Suez, the present paper is circulated.

The money to be forthcoming when called for and remitted TO THE COMMITTEE AT BOMBAY.

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MAHA RAJA RUNJEET SING SUKURCHUKEA.

In 1805 Runjeet Sing had under his banner 27 independent Chiefs and 32 Jageerdars with their contingents of Horse and Foot. His own Force, besides 10,000 Cavalry, consisted of 900 Artillery men, and five Battalions of Sepoys, drilled after the English fashion, by deserters from the Company's Service. The whole army at his disposal, never perhaps in the field at a time, is said to have amounted to 40,000 Cavalry, and 20,000 armed men of other descriptions.

After gradually overrunning the intervening districts, he first attacked Multan in 1810, on pretence of demanding the place for Shah Sujah, the King of Cabool, who had just been dethroned. The Nawab, M[illegible] Khan refusing to surrender his Fort, was offered [illegible] if he would pay three lacs of rupees: but rejecting these terms also, he had to prepare for a siege which immediately began. The Horse being sent towards Lahore and Amritsir, to ensure forage for themselves and the arrival of provisions in the Camp, every Chief erected his own Battery, and a handsome grant of land was promised to him who should first make a breach in the wall. The Mussulmans defended the place successfully, against unskilful Gunners and an ill arranged plan of operations. Famine was threatening the besiegers, when the commander discovered to his great joy, that the Nawaub was now willing to pay 180,000 Rupees to get rid of such unpleasant company. The siege, which had continued all the cold season, was accordingly raised in the month of April. Although he returned annually laying waste the country until bribed to desist, Runjeet did not obtain possession of Multan for eight years after the event described. In 1818 his rabble Army again invested the place under the nominal command of his son, Kour Kurruck Singh, but really directed by Missur Dewan Chund, a person who rose from a menial station to be the ablest of all his Master's Generals. In the course of a month the parapet was demolished in many places, and the Garrison reduced to great distress, when Saddu Singh a Commander of Acalis, advanced to the Dhool Kot, or Fausse Braye, of one of the Bastions, and springing over the breast work, effected a lodgment which completely dispirited the defenders. The Sikhs, animated in a corresponding degree, escaladed the walls and got possession of the Fort. The aged Governor Muzuffur Khan, a Syud and a Hadgi, dressed in green, defended the door of his dwelling until he and two of his sons were slain. A daughter of fifteen years of age, seeing the fate of her relatives, and dreading the brutality of the conquerors, struck a dagger to her heart and died before their faces. Multan was delivered up to plunder, and the Troops were supposed to leave it loaded with wealth. Their vigilant sovereign, whom an illness had kept at Lahore, coming out to meet his victorious Army on its return, surrounded it with his Battalions, and commanded the spoilers to resign their spoil to him. This claim, being quite unexpected, could neither be evaded nor resisted, and the wily Chief got nearly all the booty of the devoted City and Fort. In 1813 the Sikhs obtained possession of the Fort of Attock and an adjoining territory, on the east Bank of the Indus, by negociation with the Afghan Officer, Juhan Dad Khan, Futtey Khan, the Vizier of Cabool, with the view of recovering the place marched a large Army against it in July of the same year. Dewan Chund was forthwith [illegible] from Lahore with a Force to [illegible] siege, and protect the new acquisition. When he reached the river, five miles below Attock, he found his enemy drawn up between him and the Fort. A large body of the *Mulkuah*; or Militia of Afghanistan, formed the first division, and it was supported by the Cavalry under the Command of Dost Mahommed Khan, the present Ruler of Cabool, and brother to the Vizier. The *Mulkuah* advanced to the attack before the Sikhs had all come up: but Dewan Chund made prompt arrangements for receiving them, by ordering one of the Battalions to form square, while he divided his Horse into four bodies to keep Dost Mahommed in check and expected the Artillery to open on the Afghans. The square we may suppose was nothing very formidable, but the novelty of it startled the assailants who though they rushed on with great impetuosity, could not stand the fire which began to gall them from one side, and they were repulsed with great loss. Meanwhile Dost Mahomed charged the Sikh Cavalry, who unable to resist the shock of his fierce Troopers, gave ground and were almost completely routed. But Dewan Chund who had been striving in vain to bring his Artillery into action, rallied part of the discomfited Horse in the wake of his Elephant, and directing two Gallopper Guns to fire Grape Shot, he boldy made head against his adversary and put him to flight. The Afghans fell back in confusion, on their reserve under the Vizier, who had not moved hitherto, but was now compelled to make a precipitate retreat, and to abandon his designs on Attock.

In the month of May 1814 Runjeet Sing commenced preparations for his first attempt on Cashmere. He succeeded in gaining over the Musulman Raja of Rajouree, in the intervening Hills, but in spite of all his intrigues Rook Ullah Khan, the neighbouring Rajah of Poonich, remained faithful to his alliance with the Governor of the valley. The Sikh, putting himself at the head of the main body of his troops, resolved to move against the country of that Prince, in order to penetrate from thence, into Cashmere by the Toshah Mydan pass.

Another division under Ram Dyal, the Grandson of the Dewan, was ordered to proceed by Byram Gulah, to the town of Soopyn which is within the valley. Though the rains set in with great violence, bringing disease, and cutting off supplies, Ram Dyal following these instructions got to his destination, and defeated the first party of Afghans who opposed him. But when fairly in Cashmere, he suffered a severe reverse and was obliged to retrace his steps over the mountains. He and his whole force were at last overpowered, and surrendering to Mahommed Azeem, the Governor of Cashmere, he treated them with unusual humanity on account of his friendship for Messur Chund. Meanwhile Runjeet having reduced Poonich and advanced within a few miles of the Toshah Pas, was waiting for tidings of success from his General, when the fatal news arrived. The mountaineers had already got in his rear, and nearly cut off his communication with the plains, but the Poonich Raja now came full upon the Sikhs in front, with his whole Army, and made them commence a disastrous retreat. Runjeet who is no fire-eater, is acknowledged to have behaved well in this affair, as he kept in the rear giving orders in person to check the pursuers, who followed him to the Plains which he reached safely, but with great loss to his Troops, about the middle of August.

The second expedition against Cashmere set out in April 1819. The principal division of the Army under Missur Dewan Chund, after reducing the now hostile country of Rajouree, and forcing the Toshah Mydan pass, entered the vally, while Runjeet remained behind keeping up the communication. Jubbur Khan, the present Governor, who could muster only 5,000 men, encountered the Sikhs near Soopyn, and was completely routed. The Afghans dispersing fled through the mountains towards Peshawar, and Cashmere, the favourite theme of eastern story, has ever since remained subject to Lahore.

The Maharaja, who has not yet obtained any footing of consequence to the west of the Indus, overran the country as far as Peshawar in Oct. 1818. After consulting the stars and the chattering of birds, he made an offering of sweetmeats to the River Deity and led the way in fording the stream on his Elephant. Yar Mahommed Khan fled from the City on the approach of the Sikhs, and no opposition being offered, Runjeet might consider himself the Sovereign of that part of Afghanistan. But for some reason which is not known, he shewed none of his wonted eagerness of acquiring territory, and after three day's of idle parade, he played off a practical joke, very cruel of its kind, on Juhan Dad Khun the traitor, who had surrendered Attock to the Sikh on the promise of a Jageer, by proclaiming the poor man Governor of Peshawar, as the reward of his services, and leaving him without men or money to maintan the new dignity. Yar Mahommed returned and resumed his authority before Runjeet had repassed the Indus. He left a garrison, however, in the Fort of Khyrabad on the western bank of the river, and seems to have formed some sort of alliance with the ruler of Peshawar, who was soon afterwards at war with his brothers. On pretence of assisting him, against Mahommed Azeem Khan, the former Governor who had repulsed the Sikhs from Cashmere, but really to take possession of the land of Akhora, belonging to the family of a Chief then recently dead, the Maharaja once more entered the country of the Afghans with 24,000 men in 1823. He took the place without encountering opposition, but soon learned that the son of the deceased Proprietor, at the head of four thousand armed peasants, was posted near his camp. This youth, whose name was Saduk Khan, had levied a force of his own clan called Khuttack and of the Yoosufzehs, for the defence of his inheritance and he proved by far the most formidable adversary that Runjeet had hitherto assailed. Mounting his horse about noon, the Maharaja proceeded with the disciplined Battalions, led by a vanguard of the Immortals under Phoola Singh, the leader who had attacked the British Mission at Amritsir in 1805. The Afghans, posted in a valley between two small Hills, received the onset without flinching, cut the Immortals to pieces, including Phoola Singh himself and drove back the rest with great slaughter. It is mentioned why the Cavalry, who were in the field did not charge, but one body of Foot after another, was pushed on to the attack and defeated in succession, till sun set, when Saduk with his bold peasantry ascended one of the hills and prepared to defend it during the night. Runjeet Singh, who had been directing the movements all day, now ordered up fresh Corps of his Infantry and commanded Bulbuddur Singh, the redoubted defender of Calunga against General Gillespie, to proceed with this body of Troops at the head of his Goorkhas and take possession of the hill, whilst the horse surrounded it below. Bulbuddur fell in the attempt, several of the bravest Sikh Chiefs shared his fate, and a thousand of their men were slain in this remarkable action. The Afghans who had suffered dreadfully too, though like the losing parties at Flodden and Corunna, they might boast the honour of arms, were not in a condition to renew the conflict. The Sikhs, by tacit acquiescence, allowed these brave men to pass quietly through the Cordon and retire to their homes in the night time.—*Delhi Gaz. July* 13.

EUROPEAN INTELLIGENCE.

NEW ROUTE TO INDIA.

Reports on the Navigation of the Euphrates. Submitted to Government by Captain Chesney, of the Royal Artillery. [illegible]dia, has long been a favourite [illegible]ngland—and a speculation [illegible]ied men of talent and [illegible]west passage through [illegible]f ice, and sent ships on [illegible]could float we neglected what was much more easy to do, infinitely more advantageous, and equally honourable—to seek and establish a new road to the East, along which our commodities could be poured into the heart of Asia, and by which we should again receive wealth in return. Any one who looks at the map of Asia, may see at a glance how much the usual way to India might be shortened by a canal connecting the Red Sea with the Mediterranean, or shorter still—the Mediterranean with the Euphrates. The Isthmus of Suez is a tract of sand, and it might be difficult to support it against the hostile Bedouins of the Desert: but the land between the navigable Orontes and the equally navigable Euphrates is flat and free from stones, and the distance is little more than sixty miles. Add to all this, the Pacha and the Sultan are both friendly, and, moreover, desirous to have the Euphrates rendered navigable. Another route, more romantic in appearance, and perhaps more practicable in reality, has suggested itself to Captain Chesney; this is to communicate between the Red Sea and the Nile, through the Lake of Menzaleh. The Government and the East India Company seem to be stirring in the matter; engineers are said to be appointed for examining and reporting upon the practicability of the different routes; and should any one of these we have named be selected, the length of the way to India will be shortened more than one half.

The Report before us, which we belive, we have exclusively, is the work of an ingenious and active officer: difficulties were encountered and dangers braved by Capt. Chesney, such as might have dismayed many; and the result is that he has surveyed and sounded the Euphrates to the town of Bir, full, eleven hundred miles up the stream, and within some twenty hours journey of Aleppo, or fifty hours travel of the Gulf of Scanderoun. In examining the river, he has not allowed a shoal to remain unobserved, or a rock or fall to pass unnoticed: he has spoken too of the capabilities of the country, and the dispositions of the people, and reports favourably of the route by the Euphrates and the Mediterranean, though he gives no opinion which we can construe into a preference. To our classical readers, this route has its attractions: Nearchus sailed with part of Alexander's army down the Indus, navigated that extensive sea which conducted him into the Persian Gulf, through the Straits of Ormus, and making his way up the Euphrates, led back his soldiers into Macedonia. Capt. Chesney's brief description of the river scenery will be read with interest by all who love illustrations of ancient history, or desire to know something of the aspect of a country so little frequented:—

"The scenery above Hit (in itself very picturesque) is greatly heightened, as one is carried along the current, by the frequent recurrence, at very short intervals, of ancient irrigating aqueducts, which owing to the windings, appear in every variety of position, from the foreground of the picture to the distant part of the landscape; these beautiful specimens of art and durability, are attributed by the Arabs to the times of the ignorant meaning (as is expressly understood) the Persians when fire worshippers, and in possession of this part of the world; they literally cover both banks, and prove, that the borders of the Euphrates were once thickly inhabited by a people far advanced indeed in the application of hydraulics to domestic purposes, of the first and greatest utility, the transport of water: these speaking monuments of other times, have, as may be supposed, suffered in various degrees, during the lapse of so many ages of partial or entire neglect, and the greater portion is now less or more in ruins: but some have been repaired, and kept up for use, either to grind corn, or to irrigate, having a modern wheel attached on the ancient, simple, and most efficient model; the whole being in some instances sufficiently well preserved to show clearly the original application of the machinery."

Though the country has frequently changed masters, the following passage shows that the dams or weires seen by the Macedonians, may be seen still:

"But what most concerns the subject of this Memoir, is the existence of a parapet wall or stone rampart in the river, just above the several acqueducts; in general there is one of the former attached to each of the latter, and almost invariably between two miles on the opposite banks, one of them crosses the stream from side to side, with the exception of a passage left in the centre for boats to pass up and down: the object of these subaqueous walls (mistaken by Alexander the Great for means of defence against his irresistible legions) would appear to be exclusively, to raise the waters sufficiently at low seasons, to give it impetus, as well as a more abundant supply to the wheels; and their effect at those times is to create a fall to every part of the width, save the opening left for commerce, through which the water rushes with a moderately irregular surface: these dams were probably from four to eight feet high originally, but they are now frequently a bank of stones disturbing the evenness of the current, but always affording a sufficient passage for large boats at low seasons; and ceasing to be very perceptible, (except by the broken surface) after the water is swollen."

From Hit to Babylon, the banks of the river are studded with villages and cottages formed of reeds bound up in bundles: while now and then the black tents of the roving Bedouins may be seen among the date trees. The Captain found leisure, as he descended with the current, to make remarks both on the navigable state of the river and the appearance of its banks:—

"Ten miles below the town of Hit, the last of these irrigating mills and artificial barriers is passed, and a few miles lower, the double range o hills is nearly lost; the country becomes comparatively flat, having fewer hills, with some scattered trees along the river, and but little brushwood; the river winds less, and instead of rocks and pebbles, the bed is of sand, or mud, the current *duller* and *deeper*, with an appearance altogether approaching that of the Danube, as it passes between Widdin and Silestra, but much more animated; the banks, (which are either perpendicular or in steps,) being covered with Arab villages of mats, or tents, almost touching each other, with numerous flocks of goats, sheep, and some cattle feeding near them; also beautiful mares, clothed and piqueted close to the tents, their masters strolling about armed, and the poorer males or slaves busily employed in raising water by means of numerous water-pullies; all in operation, and worked on this part of the Euphrates by horses or bullocks, going down an inclined plane, pulling a rope over a roller so as to elevate a large leather vessel, to the bottom of which, at one corner, is attached, a long leather spout, which is curved upwards as the vessel ascends, but being drawn out by the tightening of a cord, (which works of itself,) as the machine reaches the level, the contents are thus discharged into a th[illegible] with bitumen, and the vessel th[illegible] more: which is accomplished by the time the animal has ascended to the top of the inclined plane, and has turned round to go down it again. These bullock rollers have either a brick or earthen shaft, descending to the river's edge, and large enough to contain two, three, or four vessels, all at work at the same time, with as many animals, and a man to each; they appear to have been known and used in Mesopotamia from the earliest times and the river's bank is quite covered with them, all at work, and producing all the fertility of Egypt, as far inwards as irrigation is extended; beyond which, the country is, generally speaking, a desert"

Much of the internal traffic of the country is carried on by boats in the Euphrates: they are numerous, rude, and large, and draw little water:—

"The boats in use in the upper part of the river are of two sizes, both large; the greater is rather more than forty feet long, with fourteen feet beam, she carries twenty etars, each equal to 600 okes, or about 30,000 lbs. weight, and then drawing rather more than four feet water; less than three with half cargo; about two and a half with one quarter, and finally, when empty, she floats at sixteen or eighteen inches; her bottom is perfectly flat of an oval shape, pointed at each end, and she is nearly as broad at the keel, or floor, as at the gunwale: having a very high curved bow, consequently when laden, she requires fourteen feet in width at four or four and a half feet below the surface; a circumstance which it will be *very essential* to bear in mind in after considerations.

"The lesser is built precisely in the same way, twenty-five or thirty feet long, nearly twelve feet beam, carrying fifteen etars, equal to 9,000 okes, and drawing three feet eight inches water, with that cargo; consequently requiring twelve feet width nearly at that depth: these boats are dragged through the rocks (by men,) after discharging at some places one-third, at others one-half, or even two-thirds, in order to pass through and over the rocks: returning, of course, once or twice for the portion discharged."

The author describes the difficulties and natural impediments of this route with his usual candour; truth is his object, and he feels that he cannot serve his country better than by telling it:—

"The preceding impediments having been detailed as they exist during the lowest period of the river, in ordinary seasons, (and it is confidently hoped that they comprise *all* below Bir, and that in their worst state,) it remains to consider how far they would affect steam navigation above Bussora, or Korna, to which latter place, were it required, the largest sea-going *steamer* could ascend; and from either of those places, but Bussora in preference, a small river-going *steamer* such as they have on the Clyde, and drawing about eighteen inches water, would not find anything like obstructions until she reaches the Lemlun marshes, were the sharp turnings of a narrow channel would render it exceedingly difficult to navigate, without occasionally running against one or other of the banks, and risking the destruction of the paddles; yet by reducing the breadth of beam, this would be easily overcome, and her next difficult point would be Adoyig, or Madamia, about sixty-five miles beyond Hit where the rocks close the passage to fifteen feet, for a distance, however of only ten or twelve: and here she would also pass, if the extreme spread of the paddles were limited to about the same width as the passage between the rocks here covered.

"The next serious difficulty would be to pass the whirlpool of Hudder El Elias, either by steaming up a descending fall of two feet in fifty, against a current of five miles per hour; or, to work her way through the passage frequented by boats along the Mesopotamian side, which is also *practicable*, so long as the steamer is limited to the width of the country boats; and she may then proceed without difficulty through the rocks and fall of Hafagia, and so onwards to Hydisa and Anna.

"Above the latter place her difficulties would be greatly increased, for although the larger country boats, which are upwards of forty-feet long, with a breadth or beam and floor from twelve to fourteen feet, *are* taken up the fall and through the rocks of Bahalat, subsequently passing the other impediments; [and it is easy enough to construct a steamer of even less size;] yet, it would be very difficult to thread her way safely through the succession of rocks, to which her paddles must be exposed during the succeeding 170 miles, to Diget-us-Laik, near Racca, from whence to Bir, (the proposed point) there are no impediments; nor indeed are there any to inconvenience a vessel of the ordinary construction between the sea and island of El Oos, about 900 miles, and but two serious ones between that place and Anna, to which town a small steamer, using care, could arrive at the lowest season, and thence, it would be but eight caravan days to Aleppo, (with express dromedaries, five and a half) and two and a half more, with horses to Scanderoun.

"If, however, so much of the Desert were to become the only resource, it would be preferable to land at Hit, and take the route of the desert to Damascus and Beirout: Hit, is only half a day more distant from thence than Anna; whilst nearly two days must be consumed by the steamer in going from Hit to Anna. From Hit, ten and a half caravan days, *well* arranged, would bring Damascus, and two, or two and a half more, with horses, Beirout, where there is, within half a mile (south of the town), a very small well sheltered pier, capable of containing one or two vessels only, and which would answer perfectly for a large steamer: by the same route an express would arrive in eight and a half or nine days; and from Anna to Scanderoun, the same rate of express would consume eight or eight and a half days; consequently the route of Hit requires less time with fewer difficulties, than that of the Anna and Scanderoun, with the addition of one day and a half at least to be consumed by the steamer in going from Hit to Anna: and Beirout has the additional advantage of being nearer to Malta than Scanderoun."

The Report is the fruit of several journeys: every fresh examination and new inquiry convinced him of the possibility of navigating the Euphrates from the Persian Gulph to the to[illegible] Bir, almost in the neighbourhood of A[illegible] steam-packet can be so constructed, [illegible] as may enable it without any alte[illegible] bed of the river to reach Bir, or, [illegible] between which place and the O[illegible] to cut a canal, and so form a[illegible] the Gulf of Scanderoun. [illegible] vey, not only of the up[illegible] but likewise of the co[illegible] the Orontes, the Or[illegible] the Mediterranea[illegible] connect itself [illegible] lately indulge[illegible] that fine but neglec[illegible]

"Anxious to use

to its former importance, Ali Pacha, now at Bagdad, and then its governor, submitted a plan to the Sultan some ten or twelve months ago, the outline of which was to open the navigation of the Euphrates and clear out Seleucia: both were countenanced by the Porte, and something was about to be done: when the Egyptain business put all aside for the present. Ali Pacha, who is a liberal and enlightened Turk, fond of Europeans and their customs knew, that so late as the time of Saladin, the port of Bir contained 300 or 4 small vessels, and without any further knowledge of the state of the river, he built on this circumstance alone the hope, that by restoring the ancient port of Souedia, he would attract a great commerce to Aleppo, not only from the East, but also from the West. The Engineer's estimate of the necessary expense in restoring the whole of Seleucia, was 5000 purses of 500 paistres each, or about 31,000*l.* but as the whole space could not be required at least for many years it was only intended to clear out a part at first, expending in this way about 10,000*l.*: and as the officer who framed those estimates is both skilful and much accustomed to carry on works in Turkey, it is more than probable that both of his calculations are very close to the truth; nor can there be any reasonable doubt as to the success, if ever the day should arrive for putting them to the test of experience. It is true that the project was entertained solely with the view of increasing the Sultan's revenue; and although no more enlightened idea, is a great matter to know that the Porte, even from selfish motives, would be induced to undertake a work likely to be most advantageous to the commercial world, by re-opening a port sufficiently capacious to accommodate quite a fleet of moderate-sized merchant vessels, and that, at the short distance of twenty-two or twenty-four caravan hours (through Antioch) to Aleppo; which project under such circumstances, must realize more than all the present expectations of the Porte."

We can do no more than glance at the route indicated by Capt. Chesney through the Red Sea to the Nile, by the way of Lake Menzaleh: our descriptions, unaccompanied by his maps and minute details, would scarcely be intelligible—suffice it to say, that the plan seems perfectly practicable: the route is, too, a favourite path for pilgrims, and there are other lakes than that of Menzaleh, and some rude canals, all of which would facilitate the undertaking. If our readers desire to look at the lake by which this projected route connects the Nile and the Red Sea, our author has enabled us to gratify them:—

"Lake Menzaleh begins about one and a half miles from Damietta, and is an irregular parallelogram, nearly forty-three miles from E. S. E. to W. N. W., and from eleven to twelve broad, N. E. and S. W. from the sea to the land side; the bottom is a mixture of mud and sand, generally covered with reeds, but quite level, so that the greatest depth of the lake does not vary more than six or eight inches; being rarely much under four feet, and seldom materially above it, *except* where the sea enters.

"There are a great number of small grassy uninhabited islands spreads over the lake, between which the numerous fishing boats pass in every direction, with the utmost facility, and by placing nets and reed enclosures in certain places, they take sea-fish with a facility, and to an extent unknown elsewhere: the boats are very numerous, having an open grating or well, to keep some of the fish alive, and of a construction at once broad and sharp underneath, so as to give speed with little draught of water, yet carrying a good deal, some more than twenty tons, but the smaller only eight or ten; and instead of rowing, they are propelled by poles against the bottom, when the wind is not favourable for the use of sails.

"The fishermen live at the towns on the southern and eastern borders of the lake; viz. at Menzaleh, which is on the canal from Mansoura, and one hour distant from the lake; at Matarich, which is on it; at Saan, which is two hour's distant; but connected by means of a canal; and, finally, at Tineh, a village constructed by the French at about 200 yards beyond the eastern extremity of the lake, but still communicating with it by means of a small canal."

The sketches of steam-packets suitable for navigating the Euphrates, with remarks and descriptions, form a valuable portion of our author's Report. They seem ingenious and suitable: he proposes to connect boats together, drawing not more than twenty inches water; and by means of paddles of small diameter, carry them safe over the shelves and rocks, which, in some places, are numerous.

Capt. Chesney feels, that the routes by the Euphrates and the Nile can only serve for the conveyance of letters or light goods from India, and are unfit for the reception of those magnificent vessels in which the Company carry on their traffic. It is this knowledge which has induced him to write the following recommendation of the plan attempted in ancient times, and talked of in modern, for connecting the Red Sea with the Mediterranean:—

"Any of these routes however, which may be adopted, will probably only pave the way to the realization of the grand idea so long indulged in England and other parts of Europe, of connecting the Mediterranean with the Red Sea; a little time will probably remove the ill-founded apprehension, of increasing the height of the former, by the influx of the latter; for, whatever natural causes can be supposed to exist, likely to maintain the Red Sea at a higher level, can hardly fail to influence, equally, the Mediterranean at the distance of little more than one degree; the land, it is true, shelves gradually from the Red Sea to the western shores of the Isthmus, at a mean difference of eighteen feet, according to the French engineers. But it is very questionable whether the Sea itself is really higher, communicating as it does already, with the Mediterranean, round Africa; but even if it could prove so, an additional inlet will no more increase the height of the sea than do the unceasing, and infinitely *more* voluminous ones pouring in from the Atlantic on one side, and Black Sea on the other; for the surpuls, is, and equally would be, disposed of by evaporation, when *seemingly* greater, because the influx must be regulated by the quantity of water exhaled; and I apprehend neither be more nor less, whether supplied by one or *six* inlets; on which principle, the Mediterranean (when it shall communicate), would give to, as receive from the Red Sea, the temperature of the latter, and be influenced by the cool north winds [illegible] of the year; for which reason the current may be expected to be [illegible] and, it is in fact, rapid; but that would not give [illegible] a noble passage [illegible] that any prejudice [illegible] nce to the [illegible] e is but one opinion; there are no serious natural difficulties, not a single mountain intervenes, scarcely what deserves to be called a hillock; and in a country where labour can be had without limit, and at a rate infinitely below that of any other part of the world; the expense would be a moderate one for a single nation, and scarcely worth dividing between the great kingdoms of Europe who would be all benefited by the measure.

"Were the Pacha and Sultan to consent heartily, the former could employ 500,000 Arabs on this work, as he did on the Mahmoudiah canal; feeding them out of his stores; so as to put nearly the whole of the contracted sum into his pocket. Mahomed Ali is fond of speculations, and this would be a grand and beneficial one for the world, as well as a paying one for his coffers."

We must now bid farewell to Capt. Chesney: he has the merit of being the first man of modern times who has carried the project of a new route to the East Indies beyond matter of mere speech. Those who follow must build on his foundations, and calculate from his experiments.—*Athenæum.*

PRISON DISCIPLINE.

Great pains have been, from the most commendable motives, taken to diminish the sufferings of persons confined in our public prisons. It has been endeavoured, also, to improve their morals by kind treatment. We fear these plans have not succeeded, at least crime increases, and many now complain that our prisons are rendered too comfortable. A most respectable person in his station and a practical man, the Deputy Governor of the Richmond Bridewell, in Dublin, has published a pamphlet, in which he recommends a contrary system—solitary confinment and hard diet, as by its effects more humane, and as best calculated to produce penitence.

The author, after having gone through the usual topics of the contamination produced by mixing offenders of all classes and ages and of the robberies planned in prisons, to both which it must be allowed that solitary confinment proves an effectual bar, proposes his remedies, derived from experience and observation. He rejects employment and manufactures in prisons, as injuring the honest workman and affording entertainment to the minds of those employed.

"The plan whereby I propose to remedy the evils complained of is solitary confinment and low diet." From hence, he says, spring proper punishment for crime, economy to the public, and reformation.

"Solitary confinement at once produces the most perfect classification, the chief desideratum at present in prison discipline. Let the judges and magistrates be authorized to condemn the convict to a solitary cell for a certain length of time, as a punishment proportionate the to offence. Let persons be appointed to conduct the business who feel really interested for the reformation of the prisoners, with power to report, and then recommend their discharge, when the prisoners show symptoms of reformation sufficient to satisfy an intelligent person that the reformation is not feigned, so that they may not be injured by too long confinement.

"I am confident that one or two weeks' solitary confinement, strictly enforced, and under proper regulations, will produce more salutary effects than have ever been produced by any plan on record for the improvement of the morals of prisoners.

"Solitary confinement is the dernier resort with all wicked and otherwise ungovernable spirits in prison; a few days cause an astonishing change; I have never known it fail of humbling the most haughty, quieting the most turbulent, and breaking down the most stubborn wills and dispositions. I have often seen prisoners forced by the exertions of several strong men, struggling every inch of the way, fighting and foaming with madness, into the cell, by the next day so quiet and docile, that a child might lead them. A few days ago one of these worthies used the most violent language, swore most dreadfully, and threatened destruction to myself and others. On the third day of his confinement, I went unaccompanied, and finding him penitent I told him he was at liberty to go to work, and he in very mild language, said 'Sir, I am very much obliged.' He is now as quiet as any one in prison, though he was previously the terror of most of the prisoners and officers in it. I do not expect more than a month's quietness from him, because he must mix with others, and he will, I dare say as he did formerly, forget he was in solitude.".

The writer gives instances of persons cured by this process. We cite the last:—

"The last case I shall mention is that of a boy who had left his master five times, had frequently sold the new clothes he had got, and replaced them with old ones, that he might have money to spend with his associates, vagabonds of the lowest description: at length his master, tired out with his bad conduct, took him before the magistrates, and got him sent to Richmond Bridewell; here he remained, receiving the common fare and treatment of the other prisoners: his master got him out after 10 days' confinement, but much worse, and more insolent than when he went in. On a Sunday, a short time after his release, he went out with a suit of new clothes on, and remained away some days, when he was found with a set of vagrants, and he covered with rags. On being taken prisoner he gave his master the greatest abuse, told him to do his worst, that he could do no more than he had already done, to send him to bridewell, and he would as soon be there as with him: this was told to the magistrates, who sent him back to prison for three months. This attracted my attention, and on inquiry I found his master had been too indulgent to him, and the boy had behaved most ungratefully. I told the boy I would take him in hand, and cure him; that I would put him in a solitary cell, on bread and water, for a few days, until he would know the difference between confinement and liberty. [illegible]red to get into the class he w[illegible]o, your place is a cell, no where else.' (He had been one night in solitude the last time he was in prison, and he dreaded it.) 'Oh, Sir,' said he, 'let me to my master, and I never will offend him; I cannot exist if I am put in a solitary cell.' I told him he had eloped six times from an indulgent master, and now he must be punished; and to the cell he was put. I let him remain four days there before I spoke to him; he was then prepared to receive any advice likely to prevent such punishment in future. I advised him to quit his bad company, and on the Sabbath-day attend some Sunday school; and then some place of divine service; and flee from the bad boys who had brought him to his present state; he promised all this most heartily, and, indeed, I saw his penitence was real. I went to his master, and told him my view of the boy's feelings, what he had promised. &c. His master smiled at my credulity, and said that I did not 'know the knave.' 'Oh,' said he, 'if you knew how I have treated him, and his return, &c.' He would not see him. I saw the boy a second time, and fearing if his master did not take him out I must let him amongst the other prisoners, and then all would be lost, I again went to his master, and offered to go security for the boy's good conduct. At length he came to see him, merely, as he said, to show me how I was deceived. When he came the boy threw himself on his knees, clasped his hands together, laid his head on his hands, on the cell floor, and burst into tears. His master relented, he asked him some questions, and, after some negotiation, he consented to apply for his release; and after six days' confinement the boy was discharged. As I had gone security for his conduct, and was most anxious for his welfare, I called at his master's house to see him, and was delighted to find him sitting at his work. On inquiring from his master, he gave him a good character, and said if he had always acted as he had done since he left the prison the last time, there never would have been a complaint against him. The boy got up himself, and thanked me for the treatment he had received in prison, and told me he was determined to mind his work, keep from bad company, and attend the Sunday school. Some weeks after I meet the master in the street, he gave the boy a most excellent character, and said he was that day (Sunday) at the Sunday school. On the same evening the boy came forward to speak to me, after divine service, in a house of worship. About six months after I met the boy, and was happy to find him quite a decidedly religious character.

"Out of more than 20 such cases, thus treated, not one has yet returned to prison; nor has the health of any of them been injured.

"One remark more before I conclude. As all plans, however well devised, must fail when improperly executed, it is vain to expect a reformation among prisoners if the persons placed over them be exemplary and unexceptionable characters."—*Times, March* 19.

A DIPLOMATIC AGENT.

O. P. Q., In his letter to *The Morning Chronicle*, gives the following sketch of the celebrated De Montroud, who is now in Paris, charged with "arranging the Belgian affairs:"—

"M. de Montroud has no fortune—no land—no chateau no property of his own—nothing to denote a Grand Seinor or an influential personage; and yet at London, as at Paris, he plays a great *role*—the Lords and and the Dukes of your metropolis slap him on the shoulder, or play with his button-hole—call him "my dear fellow"—give him their best wine, best dinners, and best smile—and every one knows De Montroud! The fact is, De Montroud is a clever fellow; he has the best horses—the best plate—the best wine—gives the best dinners—plays the highest at *ecarte*—and beats the most on the "running horses" and the "fighting cocks:" knows every one, speaks to every body, and is said to be the best managing man in Europe. Those, however, who want his services must pay him handsomely. He jokes with Rothschild, and tells him at his dinner that he resembles King Solomon, because Solomon was the King of the Jews, and that he (Rothschild) is the Jew of the Kings; makes fun of D'Appony—laughs at Pozzo di Borgo—quizzes Lord Granville—gives sumptous entertainments—makes charming presents—gets loans contracted when no one else can manage them—and is, on the whole, an extraordinary sort of fellow. He is neither rentier nor merchant, nor proprietor, nor Stock-jobber nor Ambassador, nor Consul; nor has he even a shilling which belongs to himself, De Montroud; and yet he has always plenty of money, pays well, spends freely, lives extravagantly, and is *par exception*, De Montroud. The Prince de Talleyrand has just earwigged him with his schemes—has heard all the proposals of this diplomatic agent—has confided to him a secret mission—and here he is once more at Paris and at the Clubs. He told Baron Rothschild quizzingly, when the Capitalist first received that title, that he might now rank himself among the Peers and the old Nobility of France, and, above all, with the Montmorencys! This was badly fair, for De Montroud was dining at the Baron's table. But why, asked the Capitalist somewhat surprised, 'do you say I stand as high as the Montmorencys?' 'Because,' plied De Montroud, 'the Montmorencys are the first noble family of the Christians, and you is the first noble family of the Jews.' I mean these incidents to point out the man who [illegible]ed with the mission of 'aranging the [illegible]airs, and of setting all to rights [illegible] little curious, that so [illegible] of De Montroud in Pa[illegible] applied to the Chamb[illegible] *half of francs for secret service money!* And how, then, are these affairs of Belgium [illegible] settled by this Jupiter of Diplomati[illegible] this gourmond of the Ambassadors?" *Life, March* 10.

SHOCKING ACCIDENT IN EDINBURGH.

An accident of the most frightful nature occurred on Saturday last at No. 16, Picardy-place, Edinburgh, the residence of the late Lord Eldin. His Lordship's valuable collection of paintings had been for some days selling off by Mr. Winstanley, who had been sent there at great expense for the purpose; and upon the day in question the company, to the amount of nearly 200, were assembled in the back or principal drawing-room. A picture of Teniers had just been knocked down at 60 guineas, when a tremendous crash was heard, and three-fourths of the floor of the room fell with its load of persons into the back dining room beneath.

To all the sensation was as if the house was falling. The more fortunate, who were preserved on the floor remaining, naturally took towards the windows, the breaking of which acted as a powerful ventilator, and allowed the dust, which rose in one dense cloud to escape. Had not this been effected the consequences must have been more awful than they were, for those who descended, and were unhurt, described the sensation as that of immediate suffocation.

The dining room below was locked, and contained the relics from Herculaneum and other curiosities of his Lordship's collection. The door was burst open from the outside by several gentlemen, and it was impossible to recognize a single individual as he was got out of the room, so completely were they disfigured by the dust and lime. Those who were able to move got out, a distressing spectacle presented itself to such as entered to give assistance. Mr. Alexander Smith, of Moray-place, the head of the respectable firm of Smith and Kinnears, bankers, was found quite dead, having it is supposed, been crushed by the chest of drawers which was placed in the drawing-room to rest the exposed pictures upon. Sir Archibald Campbell, of Succoth, Lord Monchief, Mr. Cay, Mr. Duff, Mr. Walter M'Culloch, Mr. D. Smith, and Earl Monteath, were among those who went down, but were only slightly injured. The others who were more injured, it is not proper to name, because there are many reports in circulation as to the extent of their bruises and effects. They do not exceed in number nine or ten, some of whom are certainly shockingly mutilated. The extent of Mr. Winstanley's wounds was not accurately ascertained, but they are believed to be serious. The floor descended in one piece, or more might have suffered.

NARRATIVE of the WRECK of the ISABELLA off HASTINGS, by one of the PASSENGERS.

EASTBOURNE, March 15.

This wreck is still visible; she was a fine ship, and offers an awful evidence of the power of nature over the noblest works of art. My heart still sickens with dismay at the recollection of the dreadful trials I have passed through. I have not before had health and strength enough to give you an outline of the particulars, and even now I tremble as they pass in review before me.

All our valuable furniture, plate books, manuscripts, outfit and necessaries had been put on board the Isabella in the docks, when she dropped down to Gravesend, where I joined her on the evening of Saturday the 16th of February, with my wife and three children, a girl of 18 months, and two boys of four and six years. We were opposed by contrary winds and put our pilot on shore, to our great concern, on Monday evening. On Tuesday the wind freshened into a gale; and that dreadfully enervating sickness ussually attending these scenes dispossessed my wife and myself of all energy and strength. The wind was now directly against us, and every hour increased its fearful power; but our captain, Wildgoose, commanding a very fine ship, of 340 tons, full of intrepidity and confidence, determined to proceed, although he left behind a fleet of perhaps 100 sail. As night closed the tempest raged yet more fearfully. Our gallant ship was but as a feather on the wave's surface, and all was fearfully dark as any night in the black catalogue of tempest; the wind right a-head; yet there was equal peril now in advancing or receding the captain, however, gave his orders with; much precision as if he were exhibiting in a state pageant. The loud voice of the speaking-trumpet was the only sound that could be heard amid the wild roar of contending elements. No one had talked of danger, but Mrs. L—— with inquiring looks, had observed she thought it might not be prudent to undress. [illegible] down in her day clothes—our dear infa[illegible] time enjoying their usual slumbers, happily unconscious of their real condition, and seemingly gathering strength for the dreadfully impending trial. Between 3 and 4 o'clock our captain entered the cabin; he spoke little. I saw the distressed workings of his manly mind, too big with thought for idle utterance, and one or two questions constituted all the interruptions I offered. He took brandy and water, threw off his saturated dress, and having sat a little in dry clothes, retired.

From this time the ship seemed to me to labour and strain more than before, and the hurricane to drive and lay down the ship lower on her side; but as the captain was taking rest, I had fancied more security, and had laid myself on the floor of the cabin in the hope of getting also some repose. I had been lying here I suppose 30 minutes, when I thought I

heard or felt the keel of the ship drag. I had been [illegible] India's time sick to death. I was exhausted of the Bay almost lifeless; when the dread-successive and announcement of "shore", second e; I was ill no more. I jumped up for Jun[illegible]shing through the cabin to mention when the ship beat twice on the rock, I heard the cry of "The ship has struck!" I called the captain. The dreadful shock and loud cries of alarm combined to summon all on deck, excepting the ladies and the poor children, who had been roused at last by the general crash, and these I would not allow to leave their berths lest they might interrupt the exertions making above. Here, indeed, was redoubled energy. The rudder was unshipped when we first struck, & has abandoned. Now was the cry for the speaking-trumpet,—now for the hat chet, which for a time could not be found; and what a hatchet when found! Never did I see a more diminutive, ill-conditioned, useless article. I asked if there were no guns to fire signals of distress? No guns. No rockets to let off to acquaint the coast-guard with our condition? No rockets. It was manifest our captain had been, as Napoleon said of Massena, a spoiled child of fortune! Always happy and successful in his adventures, his voyages deservedly fortunate, had superseded all contemplation of disaster. Every effort was now made, by manœuvring the sails, to force us once more to sea, and made in vain,—we were constrained to wait until day-light enabled us to appreciate our real situation and condition, and procure for us from the shore the necessary assistance.

It is difficult to judge of distance on water, but I believe we lay nearly half a mile from the beach. Every succeeding wave raised the ship several feet, and, subsiding, we beat with tremendous violence on the rock. An immense quantity of bricks had been shipped in lieu of ballast; between these and the rock, the ship's bottom might represent the metal works between the anvil and the hammer, and strange indeed it would have been had it not severely suffered. Every wave was a fearful mountain, while the hurricane momentarily threatened to shiver us into atoms. Such a storm has not been felt on these shores during the last 50 years. As the ungoverned state of the rudder was now breaking up all within its range, the binnacles were removed below for security, and the rudder lashed to the boom; but these cords were soon rent asunder like threads. After lying here in "darkness visible" for nearly two hours, sometimes hoping we saw boats approaching to our assistance, sometimes fancying lights as signals, the dawn at length assured us we were descried from the shores, where we saw a general activity corresponding to the peril of our unhappy situation. Not a boat could, however, venture to put out through the frightful surf, and I own I saw little hope of relief while the elements continued their frightful ravages. The shore was now lined with spectators, but their probable sympathies could avail us nothing. While this was our condition without, within the ship all was devastation. At each new concussion something was strained and gave way. Bedsteads, lamps, tables, and trunks, were falling or hurled from side to side with frightful noise, which made the females believe, in spite of our assurances, the ship was breaking up. But now beamed suddenly forth, in our extremity, the dawn of our deliverance. We had watched a team labouring along the shingle conveying away to windward a boat. It was launched and in the same moment manned. It was the Godlike life-boat, equipped with the most intrepid crew that ever deserved their country's gratitude. In half an hour of unequalled struggles they were alongside, and boarded us, and now, indeed, I saw countenances where the glad gleam of joy endeavoured to penetrate through a mass of suffering and despair; but we had scarcely interchanged gratulations when I was told the boat had left the ship. I could not believe it. I ran aloft and found it true. I felt I had now a duty to perform to my family, and I asked the captain if the boat were dismissed, what could be his plan? I represented that as our rudder was useless he could have no command of the ship if she floated with the coming flood, and if her bottom was pierced, of which there could be no doubt, we must expect that if she dipped into deep water she would fill and go down, and all would inevitably perish,—that it would be impossible, in her present crippled state, to work her into any port, and I submitted, therefore, that our safety should be consulted above all things. Our captain firmly answered, our safety was his principal duty and first care; that I might rely on him that he would not hazard our safety; and that if the ship were not in a condition to leave the shore, he would not attempt it. I own I returned to my family with a heavy heart to announce the fearful experiment.

The flood-tide was rolling in, and the trumpet of our vigilant captain was again in full activity. After many mighty workings, an awful blast drove us over the reef, and hurried us to sea. Hope beamed again, but it was found that the ship had made 5 feet water in 10 minutes. The signal of distress was hoisted, and every possible effort made to put the ship's head to the shore, but without the assistance of her rudder, she was wholly unmanageable, and very soon became water-logged. I now caught the captain's eye; he motioned to me, and on reaching him gave me the dreadful intelligence that the ship was sinking, and I must prepare Mrs. L— and my children for any event! I asked how long she might be before she went down? He said, "Some time yet." Without making any communication, I conveyed my family on deck, and watched the progress the ship visibly made in sinking. Efforts were yet made to put the ship about, but they were made in vain.

Happily for our safety, the life-boat, better acquainted with the distressing features of disaster, had kept hovering around. I had grieved at its dismissal, but now suddenly heard it hailing the captain to let go the remaining anchor. After dragging a little, it held on, and threw round her stern; but we were waterlogged, and made little progress. We were so low now, that every wave rolled in on one side and discharged itself on the other. It now became a question of our returning proximity to the shoal, whether I should carry up my wife and children and lash them to the shrouds, or should lash them separately to some material of buoyancy, and throw them over to the charge of the life-boat, which dared not approach us. We had thrown out a line to the boat, but it had quickly snapped, and we threw others, in the hope of keeping them at a short distance. We were now in extremes; and, as it appeared we must in a few seconds go down, I was preparing cords for the safety of my family, when a squall an hundred times more frightful than any that had yet assailed us, gave hopes, and the crew cried out, "Now—now the masts must go." But still they stood to our great danger and annoyance. The ship had, however, felt the impulse received from the last blast, and been impelled forward; and I saw some men clasping their hands, and looking to heaven with great emotion. Simultaneously with this movement, the bowsprit turned up her nose to the gale, and now a shock succeeded which gave the glad auspicious tidings of shore. The last nearly overwhelming gale had lifted us forward, and proved our deliverance; and now the exertions of the crew of the life-boat were increased tenfold, and they were quickly under our stern. Our captain, with intrepidity worthy of any period, lashing himself for security, jumped over the ship's side, and though overwhelmed by every wave called aloud for the children first. I had taken them below, lest the fall of the masts should injure them; I flew down and in an instant my eldest son was in his arms. The life-boat was now riding on the brink of the wave, and now was lost in the abyss; but as she was descending my son was caught by the heel, and swinging round a part of a circle, as the captain loosed his arm, was caught head downwards by a dozen eager arms raised for his safety. The second boy met with more facility, and the infant was thrown and caught, when the whole crew, with generous sympathy, cried out "Now the mother." The mother soon embraced her infants, and seemed to us protected by these our worldly saviours from destruction. The other females were then handed down, with a youth of 14; and I next followed in agonizing anxiety to share with those I felt dearer to me than life the yet remaining perils.

Lifted sometimes mountains high, sometimes hidden from all view in the depths into which we descended, we reached the shore amid deafening cheers from a thousand heroes to whom danger was familiar, and who rushed into the surf, braving all its perils for our security. The boat was soon lightened, when a tremendous wave dashed against it, and threw me into the raging surf. I was soon rescued; and as I was shaking the waters from my clothes my hand was grasped by my dear Tom, who looking anxiously in my face, heartlessly inquired, "Shall we all live now, papa?" I must pause.

A cart was in waiting to convey those who required aid to the small alehouse adjoining, where rustic clothing was soon exchanged for those garments long saturated with brine. The captain and crew were left on the wreck with one passengers, and two hours elapsed before the boat could succeed in extricating these from the dangers assailing them. For a considerable period the sea had been covered with floating packages, carried by the storm and tide many miles along the beach, and these generally rendered utterly useless; but at nightfall began the active work of plunder, and that which had resisted other violence was soon conveyed away from observation. On this and some other topics I shall trouble you again, so soon as I have strength.

P. T. L.

A STRANGER IN THE HOUSE OF COMMONS.

I had heard that the House of Commons was once St. Stephen's Chapel; and thought that its ample area, where ascending ranges of seats at the sides displaced the pews and stalls, with high-arched Gothic roof surmounting all, would not be an inappropriate place for the meeting of such an assembly. Though.

"——through the lofty aisle and fretted vault
The pealing anthem swell'd the note of praise"

no longer, and the "applause of listening senates," responsive to the flowing periods of some modern Chatham, has succeeded to the deep diapason of the organ and the shrill voices of the choristers, the metamorphosis was not more extraordinary than that of a pew-fitted church turned into a vestry-room, and made the scene of parochial bickerings. The dull homily read in droning tone, with nasal twang, has given place to the tedious prosing of a lengthy speech. As a "stranger in London," I felt a natural curiosity to hear the deliberations of the Commons of England; and I found my way to Westminster Hall about six o'clock in the evening. After threading my devious way through wide but intricate passages, opening many wrong doors by the way, I entered a lobby, along which an avenue was formed by a number of persons assembled, leading to a pair of folding doors. I am right, said I this is evidently the Gallery-door: and I mixed with a few decent-looking persons who were proceeding towards it, and was about entering, when, I was stopped by a powdered gentleman in black, who inquired what was my business there; or if I had Mr. Speaker's order? Now I had been made aware that the sight of Mr. King's token was a better talisman than the order of a member; so in answer to his question I slipped a half-crown into the powdered gentleman's hand; but, to my surprise, he refused it, saying, "You are in a mistake, Sir; it is the Gallery you want;" directing me to a narrow doorway in one corner. I apologized, and proceeded up a narrow stair-case to a green door, where another whitehearded person told me that the Gallery was full. Not liking to be disappointed, I politely asked if he were quite certain, at the same time slipping the talisman into his hand: he said he would see, and returning, admitted me up a shorter and narrower stair into what would be the organ-loft of a chapel. The seats were filled, and I was fain to stand in the narrow doorway, like one of the Cariatides, my head touching the ceiling. I stood for a moment in astonishment. Instead of the lofty roof and spacious aisles of a Gothic church, here was a small antiquated Presbyterian-looking chapel, with a gallery on each side, all of dull oak, and supported by slender cast-iron pillars, and having a low, flat, white-washed roof, from the centre of which hung a large old fashioned brass chandelier and four other small ones, with candles. I had thought all public places were lighted with gas. The lower part of the chapel was fitted up with benches along each side, leaving a passage in the middle; which was partly obstructed by a table—like the communion-table of a meeting-house—on which lay some books and a golden mace glittering in the light; the mace and the chandelier being the only bright objects in the scene.

At this table sat two fat and florid-faced persons in counsellors' wigs and gowns, looking on. Behind them, in place of a pulpit, was a tall-backed seat, with a sort of little roof or sounding-board over it, with the King's arms thereon. In this seat reclined, in an easy but elegant attitude, another florid-faced personage, in a long, flapped wig, whose lappets even seemed to flow gracefully; his look beamed with suavity and good-humour; he had a twinkling eye, and a bland but roguish smile played about his lips; his manner was quiet, cordial, and gentlemanly. There was a continual bustle and hum as in a hive of bees, or on 'Change; no one seemed to be doing any thing, however, but all seemed to have something to say. All this while, an industrious person was hammering out a string of words, to which no one seemed to be paying attention. I soon became sensible, however, of the prevalence of that common malady catch-cold: the symptoms of several members were really distressing, though I had not at first remarked it; but at last the resonance of pocket-handkerchiefs and the violent fits of coughing became so general, and the sufferers grew so restless with the exertion—many of them shuffling their feet and groaning with pain—that the speaker could not be heard, and was fain to sit down. I observed with surprise, that several persons near me most indecorously and unfeelingly laughed at these painful symptoms; and on my remarking on this in a whisper to my next neighbour, he told me, with a stare of astonishment, that this was the way in which the House manifested its impatience; and then it occurred to me that the coughing was unusually hard and forced.

There was now a stir in the House; and after some conversation, the bland gentleman with the rosy smiling face left his seat, and a baldheaded portly man seated himself beside the two wigged persons at the table, under which the mace was now laid. There was soon after a great rush of members into the body of the House, and spectators were beginning to fill the side-galleries. I went out with some other persons near me, who I supposed were like myself going to try for a front seat in one of these side-galleries; and after poking about a little, I found my way in, and seated myself on a very comfortable cushioned bench, which I much preferred to the matted seat I had left. But I had scarcely time to felicitate myself on the agreeable change, before a person in black, with a badge hung round his neck, inquired politely, if I were a member of the House? I said no, that I was only a listener. To which he replied, in a sharp uncivil tone, singularly at variance with that of his question, that this was the Member's Gallery, and not a place for me; I must go round into the Strangers' Gallery. I had some difficulty in getting in again; but when I did, the scene presented a singular contrast. All was quiet in the House, save the high pitched voice, in which the Irish brogue was apparent, of a speaker, who was listened to with breathless attention. At the back of the Gallery, sat a row of shrewd-looking, pale-faced young men, taking notes with great rapidity, who had been laughing and joking before. I was fortunately able to get a good view of the person of the speaker, between the chandeliers. He was a little man, in black; pale, and with dark hair and eye-brows, from under which his eyes peered out like sparks of light from a cavern. He spoke vehemently, yet temperately, and with extraordinary fluency: his sentences were epigrammatic, neat, concise, and polished, and followed each other, with brief but regulated pauses between, like a succession of pointed arrows. His action was angular, yet not ungraceful, and apparently spontaneous. He leaned at times almost across the table, stretching forth his gloved hands, and pointing his finger to some one sitting opposite, bending his head forward, like a serpent about to dart upon his prey; his words winding with a flow of sarcasm, smooth and cutting as the sweep of a scimitar. Anon he became yet more impassioned; his voice rose to an almost painful pitch; and waving his arm in the air, he scattered flowers of rhetoric like one of Jove's minions flinging lightning around. He could hardly proceed, for the noise of members crying out in various tones, from the gibber of a ghost to the croak of a bull-frog; "Hear-ear-ear-ear-ear!" till it rose into one great shout like the war-whoop of a tribe of Indians.

It was some time before a tall thin gentleman, also pale-faced—(the predominance of pale faces was remarkable, and made the rosy gills of the wigged persons more conspicuous. like the sun shining on a white frost)—who had got up on the eloquent little orator sitting down, could get a hearing. This speaker had light bushy hair, a heavy brow, aquiline nose, and seemed very impatient at being kept standing before he could be heard; and when he began to speak, it was evident he was vexed. He spoke distinctly, in rather a high key, and with considerable excitement of manner; looking frequently round to those who sat behind and beside him, and taking evident pains to rouse them to attention. He was very confident in his tone, and seemed to be well satisfied with the force of his assertions: but I observed he used but little argument, and that was rather clever fencing than cogent reasoning. He appeared to grow soon irritable at the absence of assent to his statements though there [illegible] every sentence he uttered was almost inaudible at its close by the boisterous shouts of "Hear-ear-ear!" which burst from all sides. I was too much absorbed with the novel sight, to be able to weigh accurately the comparative value of the arguments adduced; but the little orator convinced me most; though the tall one seemed trying to beat out that conviction, by sheer force of words. He got on much more easily when the shouting began; though I did not think he spoke to the point, or indeed, that he then cared much what he said, so long as they shouted. At last he ended with some high-sounding words, which he, as it were, tossed out upon the air scornfully; and then the "Hear-ears!" grew into inarticulate halloos, amidst which he sat down, all those round him smiling and complimenting.

When the noise of the cheering, and of persons moving ceased, I became aware of the presence of a tall, stout-built person, with a broad bronzed face, and a no-fashioned brown wig on, who stood upright at the table with folded arms, holding in one hand a paper. He commenced speaking in a slow, quiet, and easy manner, but with a rich and deep voice, flowing and melodious in its tones, and having a strong but by no means unpleasant brogue; indeed, it seemed to harmonize with his stalwart figure, his homely style, his earnest manner, and his honest-looking face. As he proceeded, his address seemed to win over some of his auditors; and his arguments were so plainly, and strongly enforced, and the modulations of his voice were so seductive to the ear, that I thought he must of necessity bring all the members of the House over to his opinion. Presently his manner altered; he commenced a strain of invective that seemed to awe all who heard him; and, as he grew warm, he was like one pleading a sacred cause, in which his whole heart and soul were engaged. Nothing could be more impressive. At length, however, his voice rose, and, with passionate energy, he made an assertion which caused great excitement, and "No, no, no!" resounded from several quarters. He paused for a moment, and proceeded to support his assertion; but his arguments were evidently not listened to: he therefore took up another point, which he enforced with great eloquence; and amidst loud cries of "Hear-ear-ear!" in which I could discern the shrill scream of the little dark orator, he sat down, much to my regret.

The discussion lasted long, and the speeches were numerous; but few of them good, or to the point. Each person seemed, when he began to preface, as though he had a great deal to say, and were going to make a capital speech; but though some clever remarks were made now and then, they were often rendered almost ineffective by being mixed up with a quantity of needless words. Two or three able men of business spoke directly to the question; but the majority had almost as well been silent, and much better have been brief.

The House now presented a strange appearance for a deliberative assembly. In the body of the place, the members were very much crowded—inconveniently so; and there was much talking and great confusion every now and then; the bald-headed gentleman at the table cried, "Order, order!" several times. Members kept moving to and fro, just ducking their heads as they passed the table; and they lounged in and out of the galleries; now and then stooping over to look down below; some yawning, some sleeping, and one or two laid at whole-length on the benches—the aspect and manner of all bearing the appearance either of great listlessness or impatience. The speakers began to be interrupted by cries of "Question" and "Divide;" and it was difficult for even a tolerable speaker to get a fair hearing for a few minutes together. At last the loungers set up such a resolute cry of "Divide," that there was no hearing any one; and the bald-headed gentleman called out, "Strangers must withdraw." I obeyed with difficulty, being so cramped by the inconvenient seat, that I could hardly stir; and two or three of the attendants were very rudely impatient at my slow movement: but I was glad to get out into the fresh air, for the heat was dreadfully oppressive. Without waiting with the crowd to be readmitted at another door, I threaded my way out, and walked homeward, musing on the strange sight of the House of Commons in action. It seems a bad place to transact the business of the nation in; and how it all gets attended to, is to me a mystery. A few seemed to have come to talk, and the others to look on. It was like a large debating-club; the members seemed any thing but deliberative. The Parliament being reformed, their House should certainly be rebuilt.

THE SLAVE TRADE.

A very meritorious little volume has just been published by Tait of Edinburgh, from the pen of Mr. Leonard, which gives a heart-rending description, from actual observation, of the horrors of the slave trade, as still carried on on the coast of Africa, in defiance of all our Treaties and Acts of Parliament. Mr. Leonard, who writes in a plain unvarnished style, sailed from England for the western coast of Africa, in the Dryad frigate, in September, 1830; and, after picturing the earlier objects which attracted his notice before he reached Sierra Leone, proceeds to give a favourable description of the intellect and conduct of the various clans of negroes who had been rescued from the horrors of slavery to which they had been destined, by the activity of the British cruisers. He visited the schools in Sierra Leone, and, on comparing the acquirements of the liberated Africans with the other children, says he "could see no perceptible difference. The lights and shades of intellect seemed to bear much the same proportion among them as among the children of our own labouring classes at home. For the age of the children, their progress under the system of education adopted, seemed to be very rapid."

The following instance of the miseries attending this horrible traffic is worthy the perusal of those who may still be found as apologists for its continuance. In the spring of 1831, the Black Joke, a tender belonging to the Dryad [illegible] Marinerito, a lar[illegible]

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of the middle passage, have small cause of congratulation, save that the scenes of diabolical cruelty are transferred to the ships of our Christian allies:—

"Immediately after the vessel was secured, the living were found sitting on the heads and bodies of the dead and dying below. Witnessing their distress, the captors poured a large quantity of water into a tub for them to drink out of; but, being unused to such generosity, they merely imagined that their usual scanty daily allowance of half a pint per man was about to be served out; and when given to understand that they might take as much of it, and as often as they felt inclined, they seemed astonished, and rushed in a body, with headlong eagerness, to dip their parched and feverish tongues into the refreshing liquid. Their heads became wedged in the tub, and were with some difficulty got out—not until several were nearly suffocated in its contents. The drops that fell on the deck were lapped and sucked up with a most frightful eagerness. Jugs were also obtained, and the water handed round to them; and in their precipitation and anxiety to obtain relief from the burning thirst which gnawed their vitals, they madly bit the vessels with their teeth, champed them into atoms. Then, to see the look of gratification—the breathless unwillingness to part with the vessel, from which, by their glistening eyes, they seemed to have drawn such exquisite enjoyment! Only half satisfied, they clung to it, though empty, as if it were more dear to them, and had afforded them more of earthly bliss, than all the nearest and dearest ties of kindred and affection. It was a picture of such utter misery from a natural want, more distressing than any one can conceive, who has not witnessed the horrors attendant on the slave trade on the coast of Africa, or who has not felt, for many hours the cravings of a burning thirst under a tropical sun. On their way ashore to this island from the prize—their thirst still unquenched—they lapped the salt water from the boat's side. The sea to them was new; until they tasted all its bitterness, they, no doubt, looked upon it as one of their own expansive fresh-water streams, in which they were wont to bathe, or drink with unrestrained freedom and enjoyment. Before they were landed, many of the Africans already liberated at this settlement went on board to see them, and found among them several of their friends and relations. The meeting, as may be supposed, was, for the moment, one of pleasure; but soon changed into pain and grief. Can there be in Britain—the happy and the free—an individual with a heart in his bosom, who will, after this, advocate slavery? A single fact like this overthrows all the plausible sophistry which such an individual may make use of to obtain partisans besides those who, like himself, are interested in its support. Such converts to the creed of the right of property in human flesh are much misled. They have only shewn to them the bright side of the picture—the comparatively happy (yet truly wretched!) condition of the slaves in our West India Colonies. They know nothing of the truly withering horrors daily taking place on the coast of this desolated and unhappy land, from which between sixty and eighty thousand of its poor unoffending children are forcibly abstracted annually—cruelly torn from home, friends, and kindred—from all that can alone make a life of wretchedness tolerable. The Spanish crew, with the exception of a few sent up in the prize to Sierra Leone, were kept prisoners for some time at Fernando Po, but were afterwards sent in the Arnoll to the island of Anobona, where they were landed and turned adrift."—*Bell's Life in London, March* 24

SPEECH OF SIR ROBERT PEEL, BART.

Sir Robert Peel has now published the speech which by its delivery produced, as is allowed on all hands, so decided an impression on the audience. It comes, therefore, now under our jurisdiction in the department of rhetoric. Rhetoric, however, in its more vulgar meaning, is no characteristic of Sir Robert Peel's oratory; he deals in no flowers, unless, indeed, now and then, he pick up an artificial one. The distinction of his speeches is the conviction produced on the mind that you are dealing with a thorough man of business—one well acquainted with affairs, with men, and by no means likely to be led away by the will-o-the-wisps of the imagination, from the approved laid-down course of systematic proceeding. But it is not mere good sense and a knowledge of business that usually make the orator. How is it, then, that Sir Robert Peel has acquired the reputation, and produced some of the effects of oratory? The fact is, that Sir Robert, though no orator, is an excellent actor; and by art in a measure makes up for several of the great oratorical qualities. He has studied his voice, his manner; is master of his subject, and nicely calculates the effect of every word he utters. If he has no other characteristic of the orator, he is remarkable for self-possession,—which enables a man to make more of his little than some speakers who, abounding in all the treasures of the imagination, are too confused and ill at ease to see which they must select. It is not difficult for those who have heard the speaker, to understand how this [illegible] should be receiv[illegible]

who understood something beyond the passing of the act—something of the obstacles it would meet with before it came into efficient operation. It was pleasant, at least, to see tools in the hands of a workman—one who had served a regular apprenticeship to the business, and who, by his air of decision and the superiority of his handling the material before him, proved that according, at least, to the instructions of his master, he knew his business, and was fully prepared to set up for himself. Then, again, as has been said, Sir Robert is an excellent actor; he is the Young of the House of Commons; and his murder story, which had as much to do with the question as the murder of Macbeth, was admirably told. Solemnity was in his aspect—the House grew silent at his note of preparation—his voice sunk into its deepest tones—he set every image clearly before the mind, and gave it time to make an impression. The sleepy members, tired of the long rigmaroles of the thousand-and one speechifiers that went before, got up and shook themselves: it was like a scene at the theatre, without the trouble of going there. The history is undoubtedly a nice piece of melodrama, and could not have had more justice done it: but that the tale of a murder committed long ago in Ireland, and for which all the perpetrators were hanged, should now prevail as an argument for court-martial on the ground of the weakness of the Executive, is a libel upon the House of Commons. But the truth is, the passage was applauded as a pleasant interlude—a relief from wearisome talk and the repetition of dull commonplaces and stale rhetoric. *Spectator, March* 23.

MR. HACKETT'S KENTUCKIAN.

We briefly noticed the success of Mr, Hackett's personation of the Kentuckian, *Nimrod Wildfire*, at Covent Garden, on Saturday: but we cannot rest satisfied with that passing wave of welcome,—we must shake the American actor by the hand, though at the risk of having our fingers disabled from holding a pen for the next week, by the grip of his grappling-iron.

Mr. Hackett is a fine manly fellow, with a frank look, a cordial smile disclosing a brilliant set of teeth, a sparkling eye, and immense heartiness of manner. He is none of your puny, sickly, cadaverous actors, whose pallor shows through the rouge and white lead; but a stout healthy yeoman, with a bronzed cheek, a voice as clear as a bell, and lungs that crow like chanticleer. His animal spirits lend to his performance that gusto which is essential to the truth of the character, as well as requisite to qualify its hardness.

Colonel Nimrod Wildfire is a sample of one of the primitive squatters of Kentucky—the Gascons of North America. His dress of ceremony is a close buttoned frock, nankeen trowsers, with top-boots over them, and a cap of wild cat skin, the head grinning over one of his shoulders and the tail dangling over the other. He describes himself as being "half horse, half alligator, with a touch of the earthquake;" one who can "jump higher, squat lower, dive deeper, and come up drier" than any *fellor* in Kentucky; who has the fastest horse, the prettiest sweetheart, the surest rifle, and the ugliest dog in the States; in a word, he is "a horse;" and will back his pretensions with his fist, his whip, or his rifle—for he can "whip his weight in wild cats." His sweetheart is nothing less than "a screamer;" as a specimen of her qualifications, we are told that she can pick off a wild cat or a squirrel with any of her sex, and at nine years old she shot a bear. The cap that the Colonel wears is a trophy of her skill. *Nimrod's* stomach for fight is prodigious. He is a glutton both in attack and defence. With him "the pleasure is as great in being *beaten* as to *beat*," except as regards the honour of victory, of which he is greedy. Our Kentuckian, we should suppose, is to a Yankee what a Paddy is to John Bull; and the amusing character of Mr. Hackett's performance may be estimated by guessing the effect of Power's personation of one of the "boys" of the Emerald Isle, with his mirth, upon an American audience. The soil of Kentucky too seems to vie in fruitfulness with that of Ireland; for, according to *Nimrod Wildfire*, "if you plant a crowbar at night, it will sprout tenpenny nails by the morning." *Nimrod*, though somewhat of a savage, is not insensible to the charms of female society; and his civilities to *Mrs. Luminary*, a tourist and a speculator, who visits America with the philanthropic intention of ameliorating the condition of its barbarous people, induce her to apply to him to subscribe to her projected "Academy of Refinement." The ardent *Nimrod*, who interprets her billet according to his own wishes, mistakes it for an offer of marriage; strikes the bargain, sends for a covered waggon and four to carry off his bride and the stuff, and enters dragging in a person, who is "expeditious in liking teams, to hammer the two into one." *Mrs. Luminary* screams with dismay, and the gallant colonel finds out his mistake to his great disappointment.

Mrs. Trollope is the prototype of *Mrs. Luminary*, but the sketch is a poor one. Mr. Gibbs looked the charecter well. Mr. Hackett has introduced to us one specimen of our Transatlantic brethren; the enthusiastic reception he met with, and the abundant laughter which he ex[illegible] will doubtless induce him to give us a [illegible]

India to Europe, overland through Egypt by way of the Mediterranean and the Red Sea. The journal is interleaved with a set of bold and striking views, lithographed from his own sketches, of the principal towns aloug the route, and many of the stupendous monuments of Egyptian grandeur. He appends a plan for establishing a communication by means of steam navigation between Bombay and Malta, for conveying passengers and letters in two months—just half the time occupied by the most favourable voyage from India to England by way of the Cape of Good Hope; and some remarks on the importance of his project with reference to the defence of our India possessions from Russian invasion. We have not had time to peruse and digest his project; indeed, the matter of the journal belongs to our Literary department. Our business is now with the Views.

We set sail with the Captain from Bombay Harbour; of which we have a view at sunrise, with a *toy* ship in the offing; and passing the island of Socrata, with its many-peaked mountains, arrive at Mocha, a walled city resembling a town of white marble; its square-built houses, interspersed with minarets, with a mosque, and the huts of Arabs, occupy the foreground: the barenss of the scene being relived only by a few poor-looking date trees. From thence, after touching at the Island of Carmaran, we arrive at Loheia, on the opposite coast; where a many-domed mosque attracts attention—it is sadly out of perspective, by the way. We next have a view of Jiddah, another walled town, with a background of sterile mountains. From Jiddah we sail to Coseir; and from thence journey to the Nile through the Desert, to the temple Carnac, the extensive ruins of which stagger the sense of the beholder with their vastness and magnificence. The Captain gives us a view of the principal approach, through the avenue of sphinxes, and one of the north-west end, taken from the centre of the ruins, and showing the twelve columns, with lotus-leaf capitals, their shafts thirty-six feet in diameter and covered with hieroglyphics, which support the hall; and in the foreground, rising from amongst heaps of scattered fragments, rises an obelisk formed of a single block of black granite, eight feet square at the base, and eighty feet high; its four sides polished and ornamented with finely-wrought heroglyphics. This obelisk, as also Cleopatra's Needle, has been presented by the Pacha of Egypt to the British nation; but neither has been claimed, on the score of the expense of their removal to this country. The French have, in a more liberal spirit, availed themselves of similar offers to possess themselves of these splendid relics of Egyptian art. Thebes, with its hundred gates; the Memnonium, with its colossal figures with crossed arms; the two gigantic statues, fifty feet high, seated like mountains upon the plain of Thebes; the tombs of the Kings, partly explored by Bruce and Belzoni; the Temple of Medinah Habou; the magnificent extent of the Temple of Luxor, of which we have several views, showing its various divisions, and the details of its architecture; the Temple of Isis at Denderah, the entrance of which is one of the most perfect and beautiful of these vast structures; the Pyramids of Djizeh; Pompey's Pillar; Cleopatra's Needle—are all visited in the course of the journey from the Desert of Coseir to Alexandria. The view of the Pyramids of Djizeh, taken from that of Cheops, gives us a grand idea of the immensity of these structures, erected on a range of hills, and surrounded by barren, broken, rocky ground. The base of the pyramid is of the extent of Lincoln's Inn Fields, its height 150 feet above the cross of St. Paul's and its solid contents 75,000,000 cubic feet. We have also views of Suez; of some villages on the banks of the Nile; and of Malta, where our entertaining traveller leaves us.—*Spectator, March* 16.

PARIS, March 23.

The subscription suggested and set up by the independent portion of the French press for a fund wherewith to purchase M. Laffitte's magnificent hotel, now on sale for the benefit of his estate, and make a present of it to its present owner in consideration of the important services rendered by him to the cause of liberty in 1830, is going on very prosperously. The sum required for the purchase will be about 3,000,000 of francs (120,000*l*. sterling), and no doubt is entertained that it will be raised in a few weeks. Persons of all parties and descriptions throughout France hasten to contribute to the fund. You have probably noticed the magnificent donation of the late banker to the Court of Spain, M. Aguado, in the sum of 100,000 francs (4,000*l*.) and you will find another subscription announced to-day, which, though not to be compared in amount to M. Aguado's, is not less remarkable on account of the quarter from which it comes: I speak of the subscription of M. de Chateaubriand. He states his reason for subscribing, which is a pecuniary obligation to M. Laffitte, and I believe there are many hundreds of individuals in France who will be induced to subscribe through the same motive. The amount of the sums he has lent and given to relieve wants of all descriptions, during his prosperity, the loans without security or interest, would, I dare say, be incalculable. It is highly creditable to France that his claims to general gratitude should be so readily acknowledged as they are now; and the testimonies of public interest which pour on him from all quarters, can prove no small compensation for the severe losses he has sustained, chiefly through the effects of the revolution, of which he himself was so zealous a promoter.

You have probably seen the aunouncement in [illegible]me of the papers of the purchase of a splendid [illegible]tel in Paris, made by the Duke Charles of [illegible]runswick, and of his gift of 10,000f. to the poor [illegible] his *arrondissement*, to be laid out at an inter[illegible] of 5 per cent. for their benefit. It might seem [illegible]n all this that the Duke has obtained leave to return to Paris; but the fact seems to be, [illegible] has not left it at all for the last 12 months. When the police agents went, some months ago, to execute the order given for his expulsion, the Duke, it is said, kept out of the way, and one of his servants, who bore a sufficient resemblance to him to be easily passed off for the Duke to those who had but a slight knowledge of his person, was substituted, and taken away to the Swiss frontier. I believe the Duke will be allowed to stay in Paris if he remains quiet, and no new application is made by any members of the Germanic Diet for his removal. He has lately despatched his confidential companion, M. Andlau, to London, to solicit in his name King William's good offices towards the restoration of the whole of the private property in Brunswick to which he lays claim.

MISCELLANEA.

Industrious Fleas.—We attended the re-opening of the extraordinary exhibition of "industrious fleas," which excited so much attention last season, on Monday by special invitation, at No. 238, Regent-street, and were glad to recognize some of our old friends in excellent health. The celebrated Signor *Bite*-ini, who danced the hornpipe so admirably, seems to us to have got somewhat stouter, but has lost none of his activity. In a *pas de seul*, he performed his *pirouette* with a grace and continuity not exceeded by any of our modern *artistes*. Mademoiselle *Crack*-ini was also as agile as ever, and in her somerset (wearing drawers, of course,) astonished our weak faculties. Monsieur Bartolotto, in his trip to the Continent, has availed himself of all the talent which happened to be disengaged, and has succeeded in gaining a combination of first-rate actors. The new performances commence with a dramatic representation of "The Siege of Antwerp," in which the fort was attacked by fleas with "fire-arms and cannons"—the latter stated to be formed of gold and silver; General Chasse and Marshal Gerard appearing on horseback, or rather fleaback, encouraging their soldiers to action. Chasse, being blind of an eye, and a cut over his left ear, had a very warlike appearance, and in surrendering, exhibited well-feigned mortification; while the feeling of triumph displayed by the countenance of Gerard proved that he had "screwed his courage to the sticking place." After the drama, we had a *ballet*, in which four of the new *corps* danced *en militaire* and the ladies *a la grisette*. We observed one of the latter a little lame arising from having sprained her uncle in the course of practice. The orchestra (all buck fleas) were not quite perfect, owing to the leader having indulged, we suspect, too freely in the pleasures of the table. A Royal mail-coach, drawn by four pie-balled fleas, and driven by a coachman, and attended by a guard (both fleas), in state liveries, was well *tooled*, and "put along" in good style, the guard blowing his horn with tolerable effect. An elephant (we believe, a Patagonian louse from the length of his trunk) was last exhibited, richly caparisoned and bearing on his back a tower filled with warriors, all young fleas. He was led by Signor *Bite*-ini, and his stately carriage excited general applause. The good health and spirits of the *corps dramatique* leads us to believe that the manager, M. Bartolotto, treats them with becoming liberality, and is totally free from the imputation of cruelty. We should recommend, however, that the *figurantes* have a little more regard to our English notions of delicacy, as in one or two instances a blush was unnecessarily raised in the cheeks of the female spectators, who seemed to have taken a natural antipathy to *flea bottomy*. Upon the whole, we have no doubt M. Bartolotto will have a successful season; and as a German Opera is in rehearsal, in which some noted German fleas are to display their talents, it may be presumed the Royal Family will honour the performances with their presence. An opportunity will be afforded for the improvement of our English fleas which ought not to be lost, as M. Bartolotto gives private lessons in the forenoon, on moderate terms, both in dancing and music.

Lady Briscoe, who is undergoing a sentence of imprisonment in Coldbath-fields prison for defamation, does not at all relish the change of *habits* forced upon her. Having been compelled to wear the prison dress, she has petitioned the Secretary of State for a remission of this part of her sentence. Whether she is likely to obtain *redress* upon this appeal we know not, but no doubt her Ladyship's *suit* will receive consideration.

Confession of an Irish Peasant.—Luke M'Geoghan, being at confession, owned, among other things, that he had stolen a pig from Tim Carroll. The Priest told him he must make restitution; Luke couldn't—how could he, when he had eaten it long ago? Then he must give Tim one of his own. No; Luke didn't like that—it would'nt satisfy his conscience—it would'nt be the down-right identical pig he stole. Well, the Priest said, if he wouldn't he'd rue it, for that the *corpus delictum*, Tim's pig, would be brought forward against him at his final reckoning. "You don't mane that, father?" "Indeed but the father did." "And may be Tim himself will be there too?" "Most certainly." "Och, then, why bother about the trifle *this* side the gr[illegible]? If Tim's there, and the pig's there, sure I can make restitution, to him *then*, you know."

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